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The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/3 1/4.



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HONG KONG, THURSDAY, OCTOBER 27, 1930.

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ATTACK ON BRITISH WARDER.

Stabbed by a Chinese Prisoner.

CONDITION GRAVE.

Victoria Jail was the scene of another sensational affair yesterday when Mr. Bert Plumb, an Acting Principal Warder, was attacked by a Chinese prisoner armed with a sharp instrument, with which he inflicted two stab wounds, in the back and shoulder. Mr. Plumb was taken by surprise in the main hall in the main section of the jail where prisoners were usually mustered for the "medical parade." He was walking up and down supervising the proceedings when one of the prisoners suddenly sprang at him and wounded him with what appeared to be a file, before Mr. Plumb realised that he was in danger. The first stab was in the back, a little to the right of the spine, and the other in the right shoulder.

Convict Returns to Cell.

Two Indian Warders who were in the hall with Mr. Plumb were able to identify the convict as he dashed back in an attempt to mingle with the others and thus hide his identity. He managed to evade the Warders and disappeared. Later he was found sitting quietly in his cell as if nothing had happened.

Mr. Plumb walked unaided to the Jail Hospital where he collapsed. His condition was found to be serious and he was immediately taken to the Government Civil Hospital, where it was found that there was extensive internal haemorrhage. He was unconscious when admitted to the hospital at about 11 a.m., and remained in that condition until after 3 p.m.

Dying Depositions.

At 3.30, while Mr. R. E. Lindsell was sitting in the Central Magistracy, the proceedings in his Court were interrupted by Mr. L. H. V. Booth, First Assistant Director of Criminal Intelligence, who reported that Mr. Plumb was in a serious condition, adding: "I have just been notified that we may not have another opportunity of taking his depositions if your Worship will not take them now."

The case was accordingly adjourned and Mr. Lindsell proceeded to the hospital.

Mr. Plumb's assailant, it is learned, is a short-term prisoner who is serving a sentence of 12 months' hard labour for larceny and has about seven more months to do. The instrument used was stated to be a scraping file which had been fashioned into a dagger. It is a weapon which the prisoner should not have had in his possession, but he had evidently cunningly concealed it on his person, to such good effect that it was not discovered during the usual daily search of prisoners in the Jail.

Official Report.

The official Police report of the affair is as under:—

"At 10.15 a.m. yesterday whilst Acting Principal Warder No. 63, Bert Plumb, Victoria Gaol, was mustering 26 prisoners for sick parade and punishment parade in the Main Hall, prisoner No. 1614, Chui Siu-chung, who had fallen in for medical inspection as to his fitness for a whipping, drew a file-dagger and stabbed him from behind, once in the back behind the left shoulder blade, and once on the right shoulder near the collar bone. A. P. W. went direct to the Gaol Hospital where he was removed to the G.C.H. No. 1614 returned to his cell No. 34 in F. 2 ward where he was found by A.P.O. Creasy, immediately after the occurrence. On opening the cell No. 34, the prisoner handed to A.P.O. Creasy a file-dagger, now in possession of the Police. Prisoner No. 1614 had been confined to his cell as punishment for breaches of prison discipline since 15.10.30.

M.O. Mr. G.C.H. reports at 4.40 p.m. that A.P.W. Plumb is in a serious condition.

A Little Improvement.

On inquiry at the Government Civil Hospital this morning, the China Mail was informed that Mr.

THEFT FROM MOUNT AUSTIN.

Newspaper Seller Falls Into Trap.

JAIL WITHOUT OPTION.

To-day Li Lap, stated to be a South China Morning Post newspaper deliverer, was charged before Mr. R. E. Lindsell at the Central Magistracy, with the theft of \$3.34 from Lance Corp. J. Williams, of the Somerset L. I., stationed at Mount Austin Barracks.

Accused pleaded "Not guilty." Presenting the facts, Sub-Inspector Stewart Lokan said that the accused was a newspaper deliverer. Recently there had been quite a lot of money stolen from the barracks and the soldiers there suspected the accused. Yesterday morning a trap was laid to catch him. L/C Williams put \$3.34 in his cupboard in his room. He shut the cupboard and then went to breakfast with some other men. Meanwhile Private J. H. Reeks had been placed in hiding behind a door in the corridor, whilst two Military Policemen also watched.

In a little time the accused came up to the barracks with the S. C. M. Post to deliver. He went from room, and seeing nobody about, entered L/C Williams' room. Private Reeks immediately followed the accused, and came to the door of the room in time to see the accused leaving the cupboard, the door of which was open. Private Reeks seized the accused, searched him, and found the \$3.34 in his right hand pocket.

Private J. H. Reeks spoke to having seized the accused and finding the money in his right hand pocket.

Accused pleaded that the \$3.34 was his.

Mr. Lindsell convicted and passed sentence of two months' hard labour.

TRAIN CONTROL.

AUTOMATIC SYSTEM TO BE INTRODUCED.

SAFER TRAVEL.

Rugby, Yesterday.

An interesting development in railway operating methods is announced by the Great Western Railway, which proposes to equip 1,760 miles of track, embracing all its principal main line routes, and 2,000 engines with its own system of automatic train control. The system gives audible warning to the engine driver of the state of signals and in the event of a danger signal being passed, automatically pulls up the train before it reaches the next signal.—British Wireless Service.

AIR MONARCH.

KINGSFORD-SMITH IN SYDNEY.

Sydney, Yesterday.

Wing Commander Kingsford-Smith has arrived, escorted by eighteen aeroplanes. He was Powell, and his aged parents, greeted by his fiancée, Miss Mary with whom he was driven around the aerodrome amid the cheers of 6,000 spectators.

He was thereafter formally welcomed by Government and the civic authorities by representatives of the ties.—Reuters.

Plumb's condition had improved a little since early morning when he was able to sleep more comfortably than earlier in the night when he was somewhat restless.

The China Mail ascertained this morning that the possible cause for the prisoner's attack on Mr. Plumb was the fact that he was actually in the main hall yesterday morning, to await medical examination prior to receiving the birch which was part of the sentence passed on him.

It was also learned that the man must have hidden the file in the folds of his trousers, because when he was examined after the attack on Mr. Plumb, a small wound was discovered in his groin, which it is thought, was caused by the sharp point of the file when the prisoner was walking.

BRITAIN'S FISCAL POLICY.

Thoughtful Speech By Premier of S. Africa.

NO REASON TO COMPLAIN.

Rugby, Yesterday.

The South African Premier, General Hertzog, broadcasting to-night on the work of the Imperial Conference, said that although the work being done in the field of economic co-operation was attracting much notice, other work of the very greatest importance and significance was also being accomplished and problems resolved. The constitutional questions bequeathed by the 1926 Imperial Conference were being dealt with in a manner and spirit which entitled the delegates to feel confident that the present Imperial Conference would in every respect remain true to the spirit of its predecessor and attain a no less happy result for the future.

Whereas at the previous Conference the constitutional needs of the Commonwealth demanded a readjustment of the constitutional principle to the constitutional development at the present Conference, it was the readjustment of the economic basis of Great Britain's fiscal policy in harmony with the economic needs of the various member States, herself included, that was involved. The new problem was certainly no less difficult in solving. If, therefore, the present Conference should eventually prove less fruitful in its economic labours than the individual requirements led them to hope, it should not be forgotten that what was expected from Great Britain in order to meet Dominion requirements and also her own was hardly less than a revolution in fiscal practice, no less than in economic theory. Should she, therefore, tell them that a change involving such fundamental national issues could not be decided till after close and mature consideration, South Africa would have no reason to complain.

While it must be clear to everybody that once more the conflict between free trade and protection for Great Britain had to be decided, and that upon the decision taken must to a large extent depend the economic policy which in future would obtain within the Commonwealth, they, in the Dominions, whatever that decision might be, and however much they might thereby eventually feel themselves disappointed, would have no ground to quarrel with anybody.

Reports Awaited.

Many of the numerous subjects on the agenda of the Imperial Conference are now being dealt with by a Committee formed to examine them in detail. The next meeting of the heads of the delegations will be held when the reports are available for their consideration, and this is unlikely to be before next week. To-day the Committee on economic co-operation had a general preliminary discussion on the work of the Empire Marketing Board, with a view to making a suggestion regarding its future development. A sub-committee is engaged on the examination of statistics regarding the United Kingdom wheat consumption and wheat production within the Empire.

The Arbitration and Disarmament Committee concluded its discussion of the general act and, although discussion of the actual draft convention remains to be concluded, the Committee hopes to finish the subjects before it by the week-end, and to begin the preparation of the report. The branch of inter-Imperial relations legislation, and the Committee on Overseas settlement held its first sitting.—British Wireless Service.

CHIANG KAI-SHEK.

NANKING CHIEF ARRIVES IN SHANGHAI.

PLANNING A REST.

Shanghai, Yesterday.

Marshal Chiang Kai-shek and Madame Chiang Kai-shek arrived here this morning. Chiang Kai-shek is planning to leave for Fenghuang for a rest.—Reuters.

R.101 DISASTER.

PUBLIC COURT OF ENQUIRY TO BE HELD.

TWO ASSESSORS.

London, Yesterday.

The public court of enquiry into the R.101 disaster will consist of Sir John Simon, sitting with two assessors, Lieut.-Colonel Moore-Brabazon, and Professor C. E. Inglis. The first sitting will probably be next week. The Court may compel the production of any evidence bearing on the subject.—Reuters.

[Lieut.-Colonel J. T. C. Moore-Brabazon, of Tara Hall, Co. Meath, is a pioneer motorist and aviator, and won the Daily Mail £1,000 prize in 1909 for flying a circular m/c on an all-British-made machine. Lieut.-Colonel Moore-Brabazon was the first Briton actually to fly. He was Parliamentary Secretary to the Minister of Transport from 1923-24.]

Professor Charles Edward Inglis, O.B.E., M.I.C.E., is Professor of Mechanism and Applied Mechanics at Cambridge University. In 1901 he was assistant to Sir John Wolfe Barry and assisted in the design of the R.101.

STOP PRESS

Oak, Yesterday.

In spite of the loss of 12 seats during Monday's general election, Labour remains the largest party in the new Parliament, which is composed of 47 Labour Members, 44 Conservatives and 25 Agrarians.

A feature of the elections was Labour's bid for power with a programme of capital levy, complete disarmament, and nationalisation of the banks.

With a slightly less Soviet attitude they gained a striking success at the polls in 1927 and formed a government which lasted only a fortnight. The other three parties, have since combined to keep them in check. It is noteworthy that the Communists who won three seats in the last Parliament, now have none.—Reuters.

ed in the Engineering School at Cambridge under Sir J. A. Ewing. He was the inventor and constructor of bridges used during the War.]

To Begin Next Week.

Rugby, Yesterday.

It is announced from Downing Street to-night that it is the desire of the Government and the Air Ministry that an enquiry into the loss of the R.101 should be a public inquiry carried out by an independent Court with full powers to take evidence on oath. They have accordingly approached Sir John Simon and he has consented to conduct an investigation. In addition, Colonel Moore-Brabazon, who used to sit in the House of Commons and took great interest in air matters, and Professor Inglis, Professor of Mechanism and applied mechanics at Cambridge University, have been approached to act as assessors and assist Sir John Simon with their practical and technical knowledge during the inquiry. It is expected that the Court will have its first sitting next week.—British Wireless Service.

FAIR OUTLOOK.

To-day's weather report from the Royal Observatory states:

An anti-cyclone is central over N. Japan.

Pressure is relatively low in the extreme south.

Forecast:—E winds; moderate; fair.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 24.75 inches against an average of 29.87 inches.

Temperature.

The temperature at certain specified centres this morning at 8 o'clock was:—

Hong Kong	75
Macao	78
Pratao Island	79
Manila	74
Riochow	70
Amoy	70
Swatow	70
Chefoo	68
Shanghai	61

SEMITIC POT BOILS OVER IN U.S.

Jews Inactive Against British Empire.

SYMPATHETIC PRESS.

New York, Yesterday.

Every reference to the British Empire and the Home Labour Government was greeted by boos and cat calls at a noisy meeting held in protest against the British Government's new policy in Palestine.

The principal speaker, Dr. John Haynes Holmes, Pastor of the Community Church of New York, well-known for his anti-British writings and sermons, and closely associated with Indian extremists in the United States, aroused enthusiasm by urging Palestine Arabs to follow Gandhi's example and adopt passive resistance against the British.

The New York Times, whose owner is a pillar American Jewry, has adopted a sympathetic tone toward Great Britain, and asserts that the claims of British Zionism were always inadmissible and that justice would never tolerate the imposition of a Jewish ascendancy by high pressure methods.

The Herald Tribune says that Britain is now reaping the unpleasant harvest of her over-generous promises made in war time.—Reuters's American Service.

Earlier Messages.

London, Yesterday.

There is bitter resentment by Jews all over the world in consequence of the Government statement on Palestine on October 20.

Lord Melchett has resigned the joint chairmanship of the Council of the Jewish Agency, and the chairmanship of the political committee. He says that the reckless manner in which the Labour Government has wrecked the loyal support of Jews all over the Empire and all over the world appears incredible.

A New York message says Mr. Felix Warburg has resigned the chairmanship of the administrative committee of the Jewish Agency, on the ground that the British statement constitutes a "rueful and unfair betrayal."

When the news of the Government's decision was received by the final session of the American Jewish Congress, many delegates broke into tears and tore up the speeches they had prepared. The meeting resolved itself into a meeting of protest.

The possibility of a very strong anti-British movement among the Jews in America is envisaged.

A Paris report states that M. Zlatopolski, vice-president of the French Zionist Committee, interviewed, said a powerful movement would soon start to boycott the British in Palestine, following the practice of Gandhi's followers. He said if Palestine were closed to the Jews, they would establish a home in Syria under the French flag.

The Chief Rabbi of France and a number of Jewish chiefs and others, also publish protests, and a series of protest meetings is being organised.

From Jerusalem it is reported that cables summaries of the Government's statement of policy have staggered the Jews. The local Jewish daily describes the new policy as the "greatest deception in Jewish history." The Arabs are also disappointed, because the mandate and the Jewish declaration remain.—Reuters.

HITLER'S DEMAND.

"SWEEP GERMANY FREE OF SOCIALISM."

TROUBLESOME NAZIS.

Berlin, Yesterday.

The Prussian Premier, Herr Braun, to-day answered Herr Hitler's demand to sweep the Prussian Government free of Socialism by appointing Herr Severing as Minister of the Interior. Herr Severing is a Socialist and a strong defender of the Republic, and is expected to give short shrift to the troublesome Nazis and Communists.—Reuters.

ELECTORAL LAW IN EGYPT.

New Constitution Signed by King Fuad.

SUFFRAGE SYSTEM.

Cairo, Yesterday.

King Fuad of Egypt to-day signed the new constitution of Electoral Law, the Cabinet report on which recommends that the Chamber shall consist of 160 instead of 235 Deputies; that three fifths of the Senate shall be appointed and two fifths be elected; that the Parliamentary session shall last for five months instead of six months; that the Parliamentary immunity be raised in case of libel or lese majeste; that voters must be aged 25; that neither the Senate nor the Chamber be empowered to initiate financial laws; that the King must appoint Moslem religious chiefs; that the Press laws be tightened up; that the election of Parliament be by a two degree suffrage system, in which every 50 electors will be represented by one elector-delegate, and that the latter sitting as an electoral college, will elect deputies.—Reuters.

YAUMATI FRACAS.

PROTRACTED HEARING CONTINUES.

WHO WAS AT FAULT?

The case in which three Northern Chinese are jointly charged with wounding with intent in Piliem Street, Yaumati, on the night of August 7, was continued before Mr. Justice Jackson at the Assize Court this morning.

Wong Kye-fuk, the third defendant, elected to give evidence on his own behalf. His story was a complete denial of the prosecution's case. He claimed that he was not in Piliem Street on the night of the occurrence, but was working on a motor car hood at another shop in Yaumati.

Cross-examined by Mr. H. Somerset Fitzroy for the Crown, defendant alleged that the whole case was a conspiracy to convict him, or to have him sent out of the Colony. Further, he was prepared to call a witness to prove where he was on the night in question.

His Lordship asked the jury if they wished the witness called, pointing out that defendants had had opportunities to bring evidence.

The foreman of the jury replied that it might be better if evidence were taken.

Dramatic Interlude.

His Lordship was about to adjourn the case for this purpose when third defendant asked if other witnesses might be brought. It was then discovered that one of them, a woman, wife of Lok Shan, first defendant, was in the body of the Court. With permission of her husband, her evidence was taken. In fact, main, it corroborated the third defendant's version.

The case is proceeding.

OPIMUM SMUGGLING.

WOMAN ARRESTED ON ARRIVAL HERE.

THE USUAL "FRIEND."

A young Chinese woman appeared to-day before Mr. R. E. Lindsell, at the Central Court, charged with the unlawful possession of 60 taels of raw opium at the Ping On Wharf. She pleaded that a friend of hers had promised payment of \$1 for carrying the drug.

Prosecuting, Revenue Officer A. W. Grimmit said that the woman brought the opium down from Canton last night and was arrested at the wharf. She stated that she had been given the opium by a woman named Tai Ku to hand over to another woman here named Yoe Ku. Defendant had offered payment of 50 cents to a coolie to carry the opium, which was concealed in the supports of a chicken pen. She told the Revenue Officer that the woman to whom she was to

YEN & FENG TO LEAVE CHINA?

Ardent Wish of the Nanking Faction.

HOLIDAY ABROAD!

Shanghai, Tuesday.

With regard to the military rehabilitation of the north-western situation, the Central Government has, according to a report, decided to adopt the following plans:—

1. Yen Hsi-shan and Feng Yuxiang should immediately retire and go abroad;
2. General Yang Fu-cheng should lead his forces into Shensi;
3. The Kuominchun are to be entirely reorganised, and paid by the Central Government under the same treatment as other Nationalists;
4. The "grey" troops who had not received military training, are to be paid off and disbanded;
5. Generals Ho Ying-ching and Liu Chih are to be held responsible for the rehabilitation of Honan Province.

Threat to Tungkuang.

The Nationalists under Yang Fu-chang who have continued the pressure on the Kuominchun along the western sector of Honan, having captured Hsienchokuan, on the Honan-Shensi border on October 19, are now threatening Tungkuang Pass. The province of Shensi is now in a chaotic state, with the local militia attacking its capital, Sian, and the Nationalists pressing on Tungkuang Pass.

Realising the present precarious position, the Kuominchun General Sung Chih-yuan sent on October 20 a delegate to interview General Yang Fu-chang in Loyang for terms of surrender. However, his delegate was subsequently ordered to proceed to Chengchow to see General Ho Ying-ching for instructions.

Willing to Surrender?

Another report asserts that the Kuominchun under Sung Chih-yuan and Cheng Ta-chang, stationed on the western sector of Honan, have broken up into two portions—one have expressed their willingness to surrender, while another have retreated to Hopen.

After having held several conferences at Taiyuan, Yen Hsi-shan, Feng Yuxiang and Wang Ching-wei have decided to retire, but temporarily not to go abroad. Yen is now living in his residence, Feng in a library, and Wang in an hotel.

Being apprehensive of the invasion on Shansi by the North-eastern troops, Yen Hsi-shan has requested the material assistance of Feng Yuxiang, who insisted upon Yen assigning him the 13 southern districts in Shansi in addition to the payment of a part of the Kuominchun monthly military expense. Yen is said to have taken up his question for consideration.—Canton News Agency.

give the opium lived at the Tai Pak Lau. They went there and found that everybody had absconded from the third floor. However, a string corresponding to that which was tied round the chicken pen was found. In reply to the Magistrate R. O. Grimmit said that the woman must have got news about defendant's arrest and made good her escape.

A fine of \$1,000 with the alternative of three months' hard labour was imposed.

Two Seizures in Kowloon.

Two seizures of illicit opium were made by revenue officers yesterday at the Kowloon Canton Railway Station.

The first case concerned a Chinese, who was brought before Mr. H. R. Butters at the Kowloon Magistracy this morning for having in his possession 108 taels of raw opium which he was alleged to have tied to his legs.

A fine of \$3,150 was imposed on default nine months' hard labour.

Another Chinese, who was arrested as he alighted from a Canton train, was charged with the possession of 40 taels of raw opium. He was fined \$1,200 or six months' hard labour.

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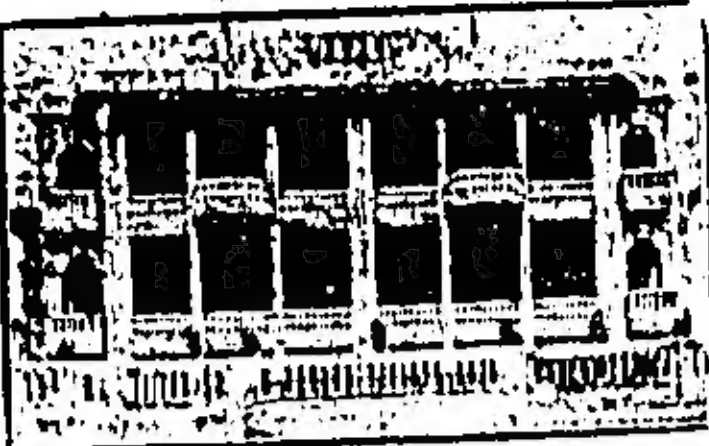
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Fox Trot (from Metro-Goldwyn-Mayer picture, "Love in the Rough")
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(from Metro-Goldwyn-Mayer picture, "Love in the Rough")
GUS ARNHEIM and HIS COCONUT GROVE ORCHESTRA
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Waltz
All Through the Night—Waltz
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SPORT NOTICES**CHAMPIONSHIP TENNIS.**

LADIES' Open Doubles Lawn Tennis Championship of the Colony will be held by the U.S.R.C. under the auspices of the H.K.L.T.A. during November and December.
Entries to be sent to Paymaster Commander Parsons, H.M.S. Tamar, on or before November 4. Entrance Fee, \$2.50 per competitor. Particulars obtainable from all tennis Clubs.

HONG KONG JOCKEY CLUB.

THE NINTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on **SATURDAY, 25th October, 1930**, commencing at 2 p.m. The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE
Members are notified that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 for Gentlemen and \$2 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE
The Price of admission to the Public Enclosure is \$1 for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tic Tac men, &c., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 18th October, 1930.

GENERAL NOTICES**ROYAL SANITARY INSTITUTE.**

Hong Kong Centre.

EXAMINATIONS for Sanitary Science and Sanitary Inspectors will be held on December 2nd, 4th and 5th, 1930, in the Offices of the Education Department.

Candidates should obtain Application Forms from the local Secretary, care of Education Department, on or before November 5th, 1930.

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YOUNG JOWETT.**TREATMENT AT HANDS OF
RUSSIANS.**

KEPT 24 DAYS.

Peking, Yesterday.
Young Mr. Christopher Jowett, the 18-year-old nephew of the Rt. Hon. F. W. Jowett, who had been in the hands of the Soviet authorities at Chita since September 25 but crossed the frontier and reached Harbin, safely the other day, arrived here this morning.

In an interview with Reuter's correspondent he emphasized that he suffered no actual ill-treatment, only discomforts due to the present food shortage and other inconveniences of present day Russia.

A feature of the case was the long delay before his release. When he was arrested owing to having lost his passport, he was taken under an armed guard back to Chita. The police stated that he would be released in five days, yet it was twenty-four days before he left Chita.

The first night at Chita, he was put into a bare room with six or seven troops. Afterwards he was placed in a rented room in a small State-owned house, which was bare and not free from vermin. He had food tickets, but found the food scarce, and lived mainly on black bread, tea and cabbage.

Attempts were made to send him money, but none arrived until the day he was leaving, hence even when food was available he could not afford much. It was but seldom that meat or fish were available. The necessary documents reached the frontier on October 9, but the Chita authorities then would not allow him to depart without a Russian visa—hence there was a further ten days' delay.—Reuter.

REDS IN CANADA.**STIR UP PASSIONS OF
IDLE.****THREAT TO LOOT.**

Port Arthur, Ont., Yesterday.

A handful of mounted police have summoned reinforcements to cope with a tense situation arising from unemployment.

Communists have stirred up the passions of the workless, who attacked the Police Chief and a sergeant, and released a prisoner whom they were taking to gaol.

Meetings have demanded employment or relief grants, threatening otherwise to loot the shops.—Reuter.

U.S. Unemployment.

San Francisco, Yesterday.

As a result of the severe unemployment in the United States (which official circles admit reaches a total of 3,500,000, while some official observers place it at 5,000,000) unprecedented numbers of aliens are giving themselves up for deportation.

The authorities are unable to handle the rush, and owing to lack of funds the Immigration Department is only sending out the most undesirable foreigners from the country.—Reuter's American Service.

WEI-HAI-WEI'S FATE.

Wei-hai-wei, Yesterday.
Admiral Shen Hung-ieh has arrived on a ten day visit, in order to inspect the place and decide on the suitability or otherwise of Wei-hai-wei as a Chinese naval base.—Reuter.

BANDITS HAUL.**FOUR PRIESTS AND NINE
NUNS.**

TEN MILLIONS RANSOM.

Peking, Yesterday.
It is now learned that the Communist bandits at Kianfu have made the biggest haul of foreigners since the famous Lincheng outrage. The Bishop and a priest who arrived in Kiukiang, via Changsha, were released in order that they might bring a demand for ransom in the sum of \$10,000,000, for the release of the four foreign priests, five foreign and five Chinese nuns.

Father Von Arx is reported to have been killed. The other captives include Father Thieffry (French), Fathers Barbato, Capozzi and Perino (Italians), one Italian, one Filipino and four French nuns, but as the Communists are demanding ransom for five foreign nuns instead of six it is possible that one may have been taken for Chinese by the captors.

The names of four of the captive nuns are Sister Lamichant, Sister Merle, Sister Ramos and Sister Rognomi.

The American Consul at Hankow is making representations to the authorities to obtain the release of the Filipino nun.

Bishop Mignani and the priest who brought the letter containing the terms outlined by the Communists, state that there was considerable looting in Kianfu, on the 14th inst., but no considerable destruction of property. The Communist leaders Chu, Mao and Peng are there in person.

After leaving Kianfu the Bishop and priest had to proceed to Kiukiang, by way of Changsha. They were arrested several times en route by "Red" bands, but allowed to proceed on producing the papers from the Communist leaders, thus showing co-operation between the different "Red" armies.—Reuter.

Priest Executed.

Shanghai, Yesterday.

It is learned that the five foreign sisters of charity are being kept in a "Bolshevist" hospital four miles outside Kianfu, while five Chinese nuns taken prisoner simultaneously are detained in Kianfu city.

Hitherto no mission buildings have been destroyed, but inflammables are ready in the most imposing seminary premises.

It appears that Father Von Arx is a fifty-one-year-old Swiss. He is reported to have been executed in Bengtze city, on the south bank of the Yangtze, seventy miles below Kiukiang. Pengtze was recently captured by "Reds," and reliable reports state that the National troops refuse to fight the Communists. These National troops are posting up proclamations declaring, "Soldiers don't fight soldiers."—Reuter.

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Overland China Mail.
A WEEK'S PAPERS IN ONE.

The full dress debate on the Colony's Budget Estimates took place during the week. Unofficial members brought up various points on the Vote where it was claimed economies might be effected, in particular as regards the Military Contribution and Government personnel. At the same time, they expressed themselves as satisfied that increased revenue was essential to the progress of the Colony, and so, whilst agreeing with the proposed new assessments in principle, confined themselves to a hope that they might be operative only temporarily, until such time as financial conditions in the Colony improved. The **OVERLAND CHINA MAIL** contains the full speeches, including the one by His Excellency the Governor in which a proposal for a different basis of conversion of sterling salaries for Government officials was agreed to.

The **OVERLAND CHINA MAIL** also contains an exclusive article in connection with the intention of the Government to construct a new motor road to the Peak, at an estimated cost, it is understood, of \$50,000. Interviews with heads of local utility services make the feature one of unusual interest.

Startling revelations as to the loss of \$20,000 yearly on the local broadcasting service are contained in a special article in the **OVERLAND CHINA MAIL**. It is understood on reliable authority that a private company who were interested in broadcasting in the Colony abandoned the scheme when it was established that at the present it would not be a profitable one.

Another special feature of the **OVERLAND CHINA MAIL** is an exclusive interview with an official of the Municipality of Greater Shanghai, who came to the Colony specially to study the ferry systems, with a view to instituting a service across the Whangpoo. The scheme, which incidentally involves the extensive development of Footung, is described in detail in the current issue.

There is no phase of the life of the Colony or of China that does not receive attention in the **OVERLAND CHINA MAIL**—the weekly paper that **YOU MUST ORDER NOW**.

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S.S. "CRACOVIA"	Nov. 20	Nov. 19
M.V. "COL DI LANA"	Oct. 31	Dec. 9

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ASAMA MARU	Thursday, 20th November.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Wednesday, 3rd December.
HIKAWA MARU	Wednesday, 3rd December.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 1st Nov. at 11 a.m.
SUWA MARU	Saturday, 15th November.
FUSHIMI MARU	Saturday, 15th November.
SYDNEY & MELBOURNE via Manila & Ports.	Tuesday, 18th November.
KITANO MARU	Tuesday, 23rd December.
ATSUTA MARU	Tuesday, 23rd December.
BOMBAY via Singapore, Penang, & Colombo.	Monday, 27th October.
TOTTORI MARU	Thursday, 30th October.
YAMAGATA MARU	Thursday, 30th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Thursday, 20th November.
BOKUYO MARU	Thursday, 20th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Tuesday, 18th November.
WAKASA MARU	Tuesday, 18th November.
NEW YORK, BOSTON via Panama.	Sunday, 9th November.
TSUYAMA MARU	Sunday, 25th November.
ASUKA MARU	Tuesday, 25th November.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Thursday, 15th November.
CALCUTTA via Singapore, Penang & Rangoon.	Wednesday, 20th October.
RANGON MARU	Wednesday, 20th October.
NAGATO MARU	Saturday, 8th November.
SHANGHAI, KOBE & YOKOHAMA.	Wednesday, 29th October.
HAKODATE MARU	Wednesday, 29th October.
HAKUSAN MARU	Friday, 31st October.
KAGA MARU	Friday, 31st October.

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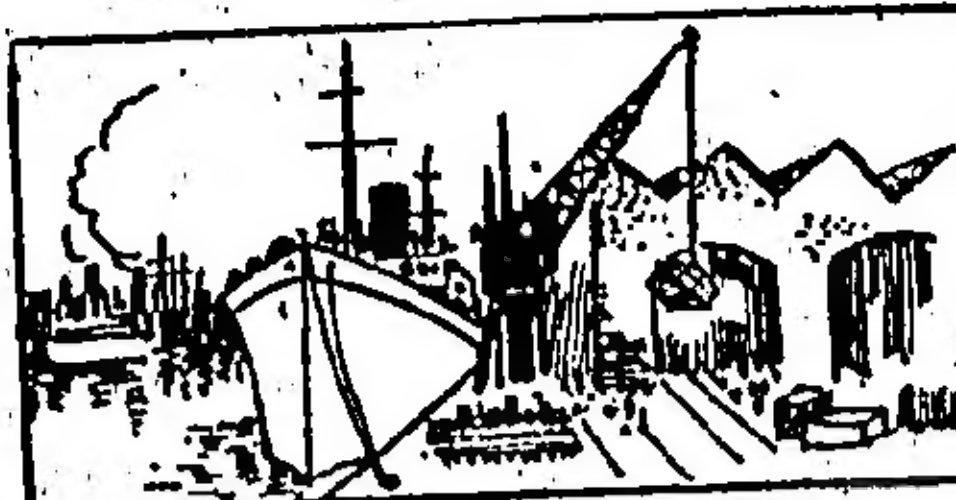
SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore Colombo, Suez and Port Said.	Sunday, 9th November.
AMUR MARU	Sunday, 14th December.
LONDON MARU	Sunday, 14th December.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Sibao, Colombo, Durban & Cape Town.	Thursday, 30th October.
SANTOS MARU	Thursday, 30th October.
RIO DE JANEIRO MARU	Friday, 28th November.
BOMBAY—via Singapore & Colombo.	Monday, 3rd November.
SHUNKO MARU (Calls at Karachi)	Monday, 19th November.
HONOLULU MARU	Wednesday, 19th November.
DURBAN, LOURENCO MARQUES, NEREA, DAR-ES-SALAAM, ZAN- ZIBAR & MOMBASA—via Singapore & Colombo.	Wednesday, 5th November.
PANAMA MARU	Saturday, 1st November.
CALCUTTA—via Singapore, Penang & Rangoon.	Tuesday, 18th November.
HIMALAYA MARU	Tuesday, 18th November.
CELEBES MARU	Thursday, 18th November.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	Thursday, 18th November.
AFRICA MARU (from Shanghai)	Thursday, 18th November.
MELBOURNE—via Manila, Brisbane & Sydney.	Thursday, 6th November.
MELBOURNE MARU	Thursday, 6th November.
HAIPHONG—via Hongkong & Peking.	Monday, 10th November.
NEW YORK—via Japan ports & Panama.	Monday, 10th November.
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	Saturday, 20th October.
SANTO MARU	Saturday, 20th October.
JAPAN PORTS.	Friday, 24th October.
NITTO MARU (via Keelung)	Friday, 24th October.
TACOMA MARU	Monday, 10th November.
BATAVIA MARU	Monday, 10th November.
KEELUNG—via Swatow & Amoy.	Sunday, 20th October Noon.
CANTON MARU	Sunday, 20th October Noon.
TAKAO—via Swatow & Amoy.	Sunday, 20th October Noon.
TAKAO & KEELUNG.	Sunday, 20th October Noon.
BATAVIA MARU	Monday, 10th November.

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Shipping Intelligence

SCOTLAND CANAL. COMMITTEE'S REJECTION OF £50,000,000 SCHEME.

The Ministry of Transport Committee appointed to go into the question of a mid-Scotland canal have reported against the project. The conclusion they have arrived at is that there is no prospect of a development of the canal area which would justify the expenditure of £50,000,000 or more. The return on the capital, if any, would be negligible.

They have decided against the project on the grounds that—From the shipping standpoint the canal would not be economically justified; there is no prospect of any commercial success; the scheme has no immediate bearing on the relief of unemployment.

In their report to the Ministry of Transport, issued in mail week, the committee estimate the capital cost of the canal at "£50,000,000 or more," and they add—

"The whole capital would have to be provided out of the Exchequer. The revenue to be derived from the canal is conjectural. It might or might not be sufficient to cover maintenance and bare working expenses. The return, if any, on the capital would be negligible."

The committee can see no prospect of the development of the canal area which would justify the expenditure. There were two schemes before the committee—namely—

The Loch Lomond route via Stirling and the Forth valley to Loch Lomond and thence either (a) into Loch Long at Arrochar, or (b) into the Clyde at Dumbarton via the Leven Valley; and the direct route, following approximately the line of the Forth and Clyde just below Glasgow, via the Bonny and Kelvin valleys.

Would Fall on Taxpayer.

"Our investigations have satisfied us," the committee observe, "and it was admitted by the witnesses who supported the scheme, that there is no prospect of any such return on the capital expenditure within a reasonable period, as would induce private enterprise to embark upon the undertaking, even with the assistance of a large Government grant. It is clear, and the witnesses for Glasgow Corporation admitted, that there is no likelihood of contributions from public authorities or private interests, and therefore that the whole cost would have to be met by the taxpayer."

"The committee suggest that the cost of maintaining the canal would exceed £150,000 a year. As to the traffic possibilities of the canal the committee point out that the potential user of the canal will have regard to his costs, as affected by the not saving of time and by the amounts payable in dues."

"On all the evidence before us," they say, "we conclude that from the standpoint of offering facilities to shipping the canal would not be economically justified."

Glasgow Corporation suggested that the construction of a canal might have the effect of arresting what is known as the southward drift of industry.

"These aspects of the matter cannot be ignored," the committee state, "and if there were any certainty that the canal would assist to retain or recover industrial prosperity in Scotland, we should have given more weight to the argument that we have felt able to give. We find, however, that many representative interests which, on such grounds, if on no other, might have been expected to be favourably disposed to the scheme are either indifferent or actually hostile, and that there is no evidence, in our view, which would justify an expectation of the canal attracting works to its area."

The committee, therefore, indicate that there is no prospect of any commercial success for the canal itself, and no sufficient grounds for hoping for development of the area adjacent to the canal to an extent in any way commensurate with the capital cost."

Viewing the matter from the point of view of affording relief to the unemployed, the committee state they are advised "that the employment of so large a number as 25,000 men on the construction of a canal only 29 land miles in length would present problems of organisation and supervision of the greatest difficulty. All the technical experience of works in any way comparable with this project indicates a curve which would only approach its peak about half-way through the construction period. It does not, therefore, appear that the canal has any bearing on the immediate problem of unemployment."

TOOTHBRUSH IN COD CLUE TO LIVES LOST IN SEA DISASTER.

A codfish with a toothbrush inside it has been brought into Boston (Mass.) in the catch of the trawler Wild Goose from George's Banks.

The brush was inscribed with the name of William Whalen, of Long Bay, Placentia, Newfoundland. Whalen was one of 20 men lost when the steam trawler Senior foundered in a storm in January, 1929, off George's Banks.

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E. Molines, Mr. and Mrs. S. F.

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A. G. Spittles, Mrs. L. F. Griffiths,

Mr. T. Y. Deane, Mr. and Mrs.

W. A. Schraubstadter, Mr. F. W.

Maze, Mr. Y. N. King, Miss W. F.

King, Mr. H. A. Tomlinson, Mr. E.

Kanuff, Mr. G. Hartig, Mr. J. K.

Salmon, Mr. W. Statham, Mr. and

Mrs. G. A. de Figueredo, Mrs. A. D.

McEliduff, Mrs. M. J. Hamilton, Mr.

H. Hampton, Mr. T. A. Cowie, Mrs.

J. S. Drummond, Miss Drummond,

Miss Jennie Dean Mr. and Mrs. S.

St. Reaks, Miss M. E. Reaks, Mr.

Arthur Webster, Miss B. Donahue,

Mr. and Mrs. L. B. Pond,

Mr. J. Silverio, Mr. S. Tomigawa,

Mr. W. Moore, Mr. W. Baraninger,

Mr. and Mrs. G. Black.

ARRIVALS OF SHIPS.

Tuesday, October 21.

Gozan Maru, Japanese str., 1,960

tons, Capt. C. Nakatsuna, from

Hongay, Yaumati.—Wada

Jimusho.

Kueichow, British str., 1,220 tons,

Captain D. Williams, from

Weihaiwei, buoy No. B22.—B.

& S.

Wednesday, October 22.

Canton, French str., 976 tons, Capt.

F. L. Morvan, from Haiphong,

buoy No. C35.—M. M.

Canton Maru, Japanese str., 2,820

tons, Captain Y. Iwaseki, from

Swatow, O.S.K. Wharf.—

O.S.K.

Haiching, British str., 1,283 tons,

Capt. E. Walker, from Foo-

chow, Amoy

Douglas Wharf.—Douglas & Co.

Jehang, British str., 1,223 tons,

Captain R. F. Mitchell, from

Wuhu, buoy No. B17.—B. & S.

Macedonia, British str., 5,657 tons,

Captain C. C. Dickinson, from

London via Singapore, Kow-

loon Wharf.—M. M. & Co.

Paling Maru, Japanese str., 1,666

tons, Captain K. Mineoka, from

Canton, buoy No. C14.—N.Y.K.

Sinkiang, British str., 1,616 tons,

Captain C. H. Jones, from Swa-

tow, buoy No. A31.—B. & S.

Solviken, Norwegian str., 1,436

tons, Captain N. Norvells, from

Holhow, buoy No. B21.—Wah

Nam S.S. Co.

Van Heutz, Dutch str., 2,749 tons,

Captain J. Groothoff, from

Swatow, buoy No. A4.—

J.C.J.L.

FACE THE FACTS!

That the "long period of expectant optimism" is definitely over and that people are now "in the mood to be told the worst, and to face the facts," are regarded by Mr. F. C. Pyman, managing director of Messrs. William Gray and Co., Ltd., the well-known shipbuilders of West Hartlepool, Sunderland and the Tees, as the only encouraging features in the present industrial situation.

This opinion Mr. Pyman expressed in a speech which he made after the launch, at his firm's dockyard at West Hartlepool, of the steamer Somersby, built for Sir R. Roper and Co., Ltd., the West Hartlepool shipowners.

The Somersby is the 20th steamer that Messrs. Wm. Gray and Co. have built for Sir R. Roper and Co. in the last few years, and Mr. Pyman remarked that these orders had been of immense value to shipbuilding and marine engineering in the Hartlepool, not to mention the rolling mills, coal miners, and other industries.

Dissipated by High Taxation.

It was, he continued, most disappointing to think that these new vessels—far more economical than their predecessors—could not be profitably employed. British shipbuilding, in common with other British industries, was at a very low ebb. Not only were the running costs of British ships higher than those of their competitors, but the reserves and borrowing powers of British owners had been dissipated by high taxation and years of depression.

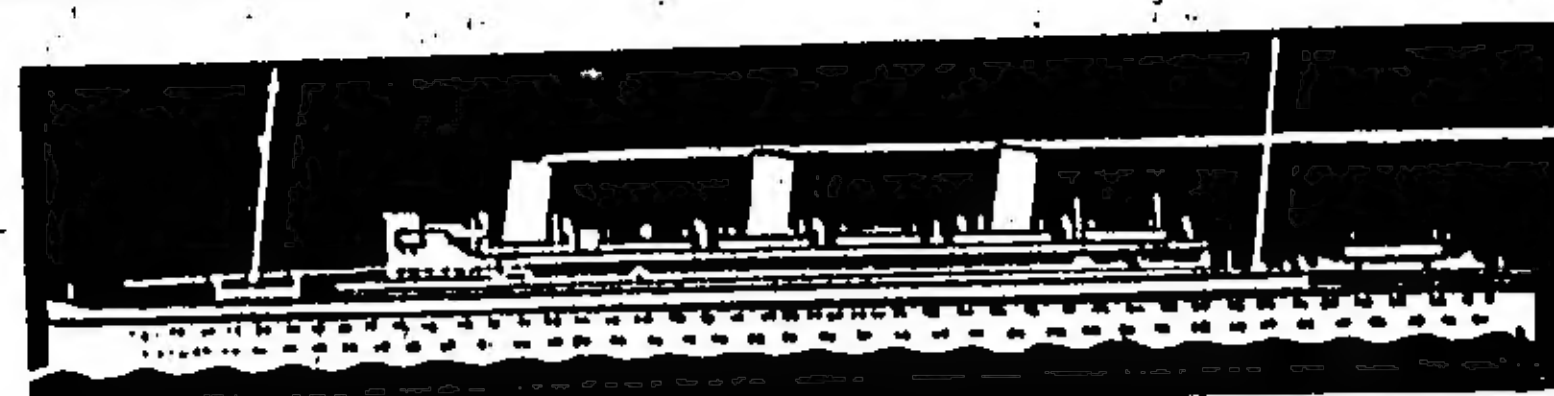
Consequently, it was not easy for the shipbuilder to see to whom he was to look for orders in the next few years, and he thought that, even should freights improve considerably, few owners would have the means and inclination to build again. The prospects of securing new work, therefore, were not rosy.

After his observation about the "long period of expectant optimism" being definitely over, Mr. Pyman continued, "No longer do the chairmen of our big shipping companies and of our banks discern silver linings in the clouds, and tell us that good times are on the way as surely as the day follows the night," and he ventured the view that such speeches had been definitely harmful.

The Road to Recovery.

"The better the facts are known," he declared, "the quicker the country will organise for recovery. The causes of our troubles are now more widely understood; among the most important are the service of the National Debt, the loss of foreign markets during and after the War, the substitution of oil and hydraulic power for coal, high costs of production, world depression, and perhaps a controversial subject—deflation."

Great Britain should never have expected, and could not now



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expect, to overcome these difficulties in a few years while sustaining a standard of living far in excess of that of other European countries. To attempt this was to put an impossible task upon our commerce and industries. Proceeding, Mr. Pyman said he had scanned the speeches made at the Trades Union Congress at Nottingham for evidence that the men's leaders were prepared to face facts in a practical and courageous way. He found, however, that much of the time of Congress had been taken up in debating resolutions calling for more and still more expenditure on social services. He would have been more interested to read of delegates discussing how to reduce costs of production or the discrepancy between the wages of a shipyard labourer and a crossing sweeper than to read of their discussing how to run the Bank of England. He welcomed, though, the more thoughtful and orthodox views expressed by the president and some of the more responsible delegates— which views, he hoped, more nearly echoed the trend of thought of the nation.

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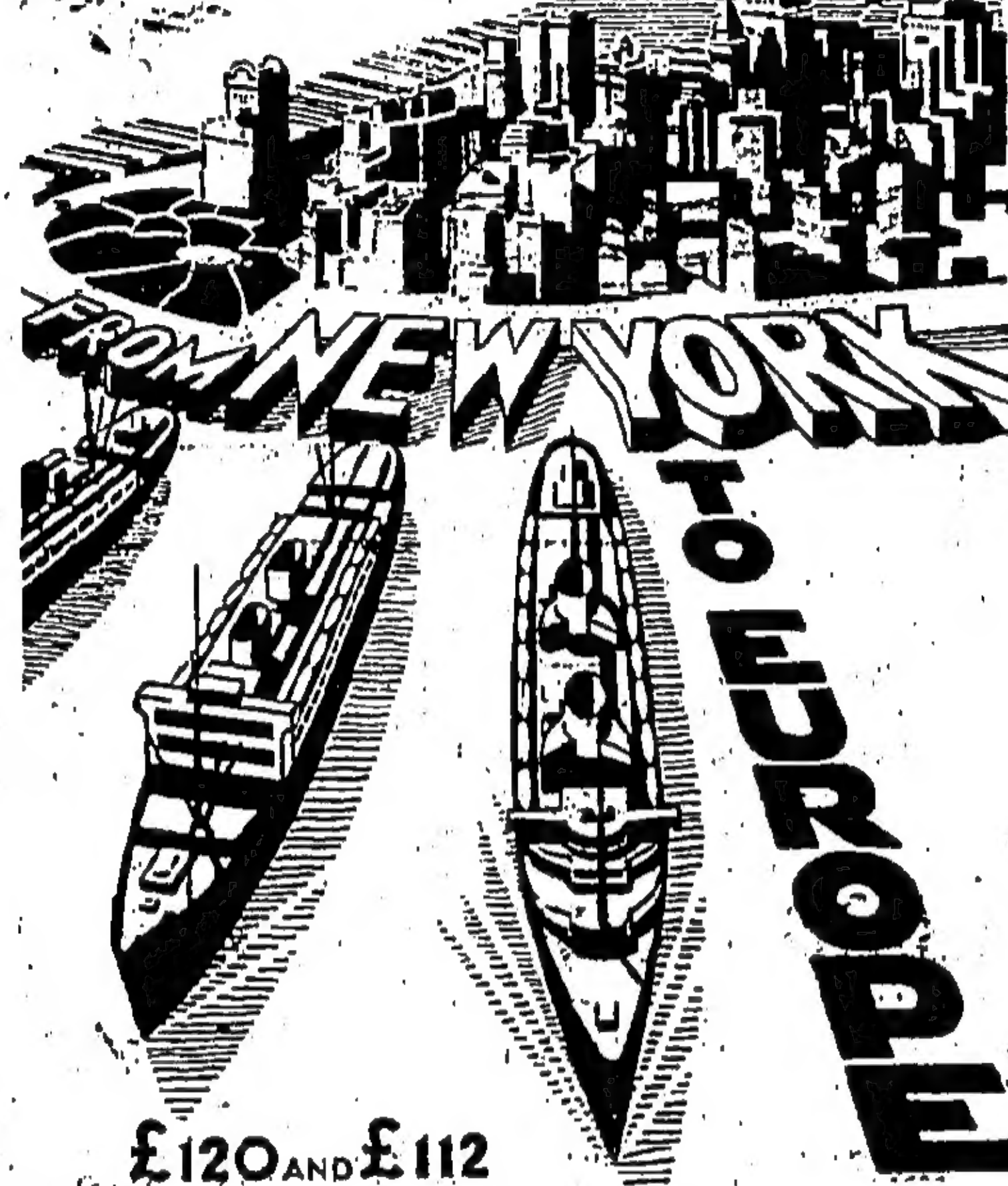
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Hong Kong, Thursday, Oct. 23, 1930.

THOSE "BROWS."

A new element of intellectual warfare has been introduced into the drawing-rooms of the Colony by the incidence of the concert broadcast from the local radio studio. For once a Government Department is able to distract attention from itself by stirring up a wasp's nest among the civic (but not always civil) population. The battle is between the highbrows and the lowbrows, with an occasional intermediary expostulation by the middle-brows. The highbrows want the Big "B's"—Bach, Beethoven, Brahms; the lowbrows want Billy Bennett, "Blue Heaven," and "Broadway Melody" music; the middle-brows do not object to "Old Man River," Gilbert and Sullivan, "My Rosary," and "Drink to me Only," or a few respectable humorous sketches. This is a quite simple matter for the Broadcasting Committee to decide. All they have to do is to open a drawer of gramophone records, shut their eyes, and grab at random. That at least would be one way out of the difficulty.

But it is not only in regard to our radio concerts that we are obsessed with this friction, between the "brows." It is impossible to attend a performance of any kind in the Colony without overhearing the facetious remarks of some quasi-intellectual critic of songs, dances, or drama, who cannot, of course, himself sing, dance, or act. It is supposed that some persons are deficient in understanding that all one has to do to be thought "clever" is to say and criticize that pose as

an authority one has merely to say something derogatory, and retire with a malicious smirk. This is the type that writes to the newspapers under a pseudonym and then whispers to its friends, "Don't breathe a word about it, but I wrote that!"

It is the easiest and the simplest thing in the world to be a highbrow. All that one is required to do is to prate about "Bach's Chorales," and counterpoint, and to hum little Elizabethan airs, gaze at the ceiling, and say, in one's best lecture-hall manner, "Mrs. X thinks she can sing—poor, misguided creature." Another quite effective method is to wear blue shirts and burst into silent tears whenever one's friends play a sonata. Thus, it is not a matter of great difficulty to pose as a highbrow (as apart from the true artist and idealist) if one is prepared to be mean, and insincere, and ridiculous.

It is easy to be a lowbrow only if one happens to be one by nature and education. There is no harm in preferring "My Blue Heaven," to a song from "Cosse Fan Tutte"; indeed, one can grow very highbrowish over syncopated music, throwing the most complex musical minds into paroxysms of jealous rage. But no one ever wishes to pose as a lowbrow, unless he be the son of a famous Peer and is ambitious to stand as a Socialist candidate. The lowbrow is often a most likable fellow. Belonging to no particular class or division of society, he may be a dean or a drayman, and his taste is often betrayed by a love of cheap oleographs or the capacity to swirl pints of vinegared "bitter." The lowbrow is the backbone of Britain. He is the principal reason why we have no great composers.

The middlebrow is often an unmusical gentleman with a musical wife; all music is the same to him, only he appreciates a certain class of it because it ensures domestic peace. The middlebrow is the sort of individual who takes in weekly papers, "outlines of music," and reads snatches of the lives of great composers. After this intellectual douche, he feels that he really should have some preference or other; so he boldly clasps one idol and swears by him for life. The middlebrow is not difficult to please, however, and he will rarely object to any programme that the Broadcasting Committee feel inclined to arrange.

Most of us belong to one of the above three categories, so we should try to be a little patient

with the Broadcasting Committee, which has an exceptionally difficult task before it. If the public honestly wishes to learn something about music, and how to understand it, it might quite easily be arranged for lectures on theory and harmony to be given on the radio. If the public doesn't want to learn, then at least it has no obligation to listen.

News in Brief.

One case of puerperal fever from Kowloon was notified yesterday.

Mr. J. W. Maze, Inspector General of Maritime Customs, arrived by the Empress of Canada to-day.

It is notified at the Harbour Office that from October 27 the Gula Lighthouse at Macao will be discontinued for a period of ten days for repairs.

Mr. and Mrs. J. H. Taggart returned by the s.s. Empress of Canada to-day, as did Mr. P. Tester and the interport golf team. Sir E. Kadgorie, K.B.E., was a passenger by the same liner.

A coolie named Chang Koi (19), employed at the Kowloon Godowns, was yesterday taken to the Kwong Wah Hospital suffering from a crushed hand, which he received whilst working cargo. His condition is not serious.

Leung San-muk (35), a carpenter employed at Ah King's slipway, was yesterday removed to the Government Civil Hospital suffering from injuries to his stomach, which were caused, it is stated, in the course of sawing a piece of wood.

Members of the Union Church, Hong Kong, and their friends are asked to reserve Friday, October 24, on which date a jumble sale will be held. Contributions of clothing and other suitable articles will be received at the church hall every Wednesday and Saturday morning.

Rear-Admiral R. A. S. Hill, C.B.E., who is leaving the Colony on November 8, aboard the s.s. Macedonia, will be host at a farewell dance aboard H.M.S. Tamar to-morrow night at 9.30. Many guests have been invited, and it is understood that on Saturday evening the ship's company of the Tamar will give a dance at which the Commodore will be the guest of honour.

Mr. P. P. J. Wodehouse, C.I.E., and Mrs. Wodehouse, returned on the s.s. Macedonia yesterday. Other Police officers who returned were Sub-Inspector Carey, accompanied by Mrs. Carey and daughters, Sergeant Hynes, accompanied by Mrs. Hynes, and seven new recruits, namely: W. E. B. Howell, H. T. Moore, H. H. Cleathero, T. Pilkington, F. Mawer, F. Mintey and A. E. G. Wheller.

Chan Kwong-cheung, charged with embezzling over \$40,000 from a pig-dealing concern, made another appearance before Mr. Lindsell, at the Central Magistracy yesterday. Cross-examined by Mr. F. C. E. Rendall for the defence, Lam Pak-hing, the complainant, said the accused took over the accounts, because he reposed full confidence in him. After witness had given details of the business of the firm, which in its palmy days, handled between 2,000 and 3,000 pigs per month, the hearing was again adjourned.

CORRESPONDENCE.

LOCAL REFERES.

[To the Editor of "China Mail"]

Sir—Can any of your readers inform me as to the procedure for electing or appointing referees for our local matches? For the last two or three seasons the first team of the Chinese Athletics have had one referee for practically all their matches, irrespective of their opponents.

There may not be anything in this, but there is a great deal to be said against it. Such a thing would not be tolerated at home, and I think it is high time that the team in question had a different referee for each match, as is the custom for teams at home.

I am left wondering whether referees are appointed to matches, or selected, or do they choose their own. Anyhow the system needs serious overhauling.

Yours, etc.
FAN.
Hong Kong, September, 22.

An English comedian who prides himself upon his ability to speak the Scottish dialect like a native was invited to a dinner party by a Glasgow business man.

During the evening the comedian told some stories in his best Scots accent, and then, thinking to spring a surprise on the party, he said to the host: "What part of Scotland would you say I came from?"

The host coughed gently. "Pon

FIRST MAN TO SIGN THE PLEDGE.

How the Temperance Cause Began.

Next week a committee, representative of all the British temperance organisations, is to meet to arrange the most remarkable centenary celebrations ever held in this country, says a correspondent of the Referee in mail week.

They will meet—if the plans which have been suggested are approved—over a period of two years, and will consist of sustained temperance propaganda, a pledge-signing appeal, a temperance "Conc." a temperance exhibition, a temperance pageant, and a temperance summer school.

A commission to report on the economic and social aspects of temperance is also to be appointed, and among those who have already agreed to serve are Sir Josiah Stamp, Sir Michael Sadler, Mr. H. A. L. Fisher, and Dr. Cyril Norwood.

The centenary which is to be so extensively commemorated is that of teetotalism. And certainly the propaganda will be based on a very human story—the story of the Seven Men of Preston, especially of Joseph Livesey.

An Orphan.
Orphaned at seven, Livesey gained a scanty livelihood with the loom in a cellar rented by his grandfather at Preston. The cellar, he said, was his college, the breast-beam of the loom his desk, and himself his tutor. Marrying young, he half starved himself to feed his many children.

One day, however, having to pay 7d. for a little cheese for his lunch, he was moved to inquire into the price of this commodity the result being that he borrowed a sovereign, bought a whole cheese, and retailed it outside his house. He "adopted" cheese, and henceforth was comparatively affluent.

Early in 1831, while selling cheese at a house where whisky was put on the table as a matter of course, he tasted the spirit for the first time. Never again!

At this time the temperance cause, while it proscribed spirits, permitted the modern use of beer and wine. Livesey did not think this good enough. He saw that hundreds took the pledge but that wine and beer caused them to "fall from grace." So he took counsel with a young man named John King, and asked him if he would be prepared to sign a pledge of total abstinence, which he proceeded to write out.

"Sign First."
"Thee sign first," said Livesey, and King did.
A few days later King and five other men met at Livesey's house in Church Street, Preston, and there signed this new pledge: "We agree to abstain from all liquors of any intoxicating quality, whether ale, porter, wine, or ardent spirits, except as medicine."—John. Gratx, Edward Dickinson, John Broadbelt, Jno. King, Joseph Livesey, David Anderson.

That was the beginning of the teetotal movement. A few days later it got its queer name. Richard Turner, a fish hawk, who was given to coining words when he wished to be emphatic, was declaiming against half-measures in temperance, when he said, "Nothing but the tee-total will do."

"That shall be the name," exclaimed Livesey.
And on Turner's grave at Preston churchyard is this inscription: "Beneath this stone are deposited the remains of Richard Turner, author of the word teetotal, as applied to abstinence from all intoxicating liquors."

TO DISGUISE HOLES IN STOCKINGS.

Many people have a tendency to wear quite large holes in their stockings in one part of the foot or another. Sometimes it is under the ball of the foot, at the side of the big toe, or, more often, at the back of the heel. Usually it is the fit of the shoe which is at fault. But, whatever the reason, the holes appear, and must be mended.

Holes beyond the aid of darning alone may be almost invisibly mended if a piece of a discarded stocking of matching colour is taken under the hole and over the "thin" worn parts adjoining.

The edges of the hole should be trimmed and neatly caught in the new surface beneath. Such a patch ought to be almost invisible if skillfully done. Neither is it as obvious as a large expanse of darned.

A piece from the turned-over top of the stocking, might be used if there was nothing else to match.

Have You Heard?

They were making a daring Wild West picture in a distant province. Said the hero: "I have heard from my wife this morning; she tells me she is all unstrung. 'What shall I do?'"

The villain answered promptly: "Send her a wire!"

"What did the doctor say?" asked her husband.
"Not much. He asked me to put out my tongue."

"And he said 'Over-worked!'"
"Ah! Then you'll have to give it a rest, my dear. That doctor knows his business!"

Lady Candidate (to heckler who had been pestering her for a plain "Yes" or "No" to his various questions): "If I ask you a question will you answer 'Yes' or 'No'?"

Heckler: "With pleasure!"
Lady Candidate (employing well-known device): "Have you stopped beating your wife?"

Heckler: "No, I beat her this morning."
Lady Candidate: "What?"

Heckler: "Yes—three up and two to play."

A father and mother, with their six children, arrived at the seaside to spend a week's holiday and at once set out to look for lodgings.

At long length they espied a "furnished room to let" notice.
"Oh, yes," said the landlady, in answer to the father's inquiry, "it's here the room is to let, but (eyeing the crowd) there's only one bed in it."

"Oh, that's all right," replied the father beaming with satisfaction, "we're used to roughing it. The wife and youngsters will sleep on the floor."

The American tourist slipped out of his six-seater Patrol and raced up the steps of the museum.

"Say, boy!" he addressed the uniformed attendant at the main entrance of the institution. "I kin only give your old shebang a few minutes, so tell me what's the extra special curiosity you've got on show, and I'll make right for that!"

"Well," said the attendant thoughtfully, "there's the mummy of King Wambus the First on the second floor."

"Sure it's something very rare?" snapped the tourist, chewing impatiently.

"Rare enough, I reckon!" growled the attendant, "considering it's the only one of him!"

First Lady: "Looks are only skin deep."
Second Lady: "Yes, and I know a lot of people that would do with skinning."

First Doctor: "Did you ever lose a patient?"
Second Doctor: "Yes; there was young Dinks. He recovered and hasn't come near the place since."

Mrs. Ager: "My husband always takes a day off when he has a birthday."
Mrs. Kutting: "When you have one I suppose you take a couple of years off."

"How about your lady stenographers?"
"In what particular?"
"Do they watch the clock?"
"No, there's a full-length mirror at the opposite end of the office."

Stout Lady (in park): "I am going to have a ride on one of the donkeys, and I'll pay for one for you if you will accompany me."
Small Boy: "Thank 'ee m'm, but I'd rather sit here and laugh."

A Clergyman, playing against a golfer, whose excavations and exclamations were both alarming, felt it his duty to make a protest.

"My friend," he said, "you might show a little more respect for the cloth."

"Why?" replied his opponent.
"What do you think we're playing—billiards?"

Ten Years Ago.

[From the "China Mail" of October 23, 1920.]

To-day's dollar is worth 3/10%.

Is it true that the Government, since it took over the Civil Service, Widows and Orphans Fund, makes an annual prank out of it? What is the effect, from an economic point of view, of budgeting civil service salaries in the lump sums and ignoring the 4 per cent. deduction? Ought there not to be a free and fair and open enquiry touching these and other points?

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MISSSES
AND

LITTLE GIRLS

IN

TWEEDS

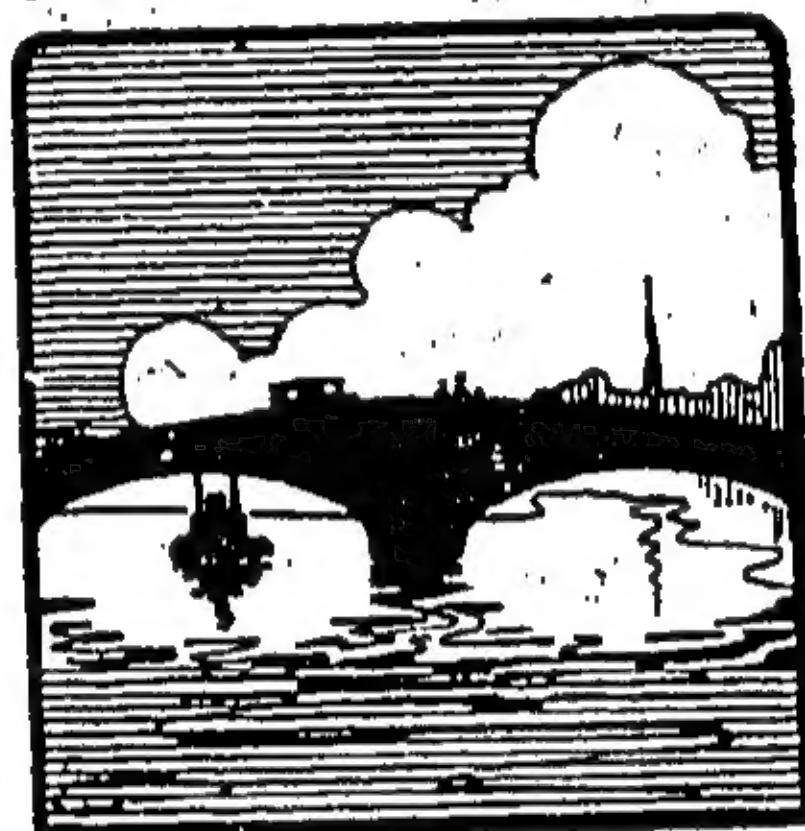
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Sport Columns

RUGBY FOOTBALL.

CLUB "A" EASILY DEFEAT
TAMAR.

FINAL THRUST LACKING.

(By "Scrum Half")

The Club "A" XV, yesterday de-
fented a fifteen representative of
H.M.S. Tamar by a goal and
three tries (14 points) to a
penalty goal (3 points).Early promise of a close en-
counter was shattered when it
was seen that the naval men did
not accept invitations to the Club
line. Opportunities went abeg-
ging throughout the match. The
Club played very mediocorely, al-
though opposing a team obvious-
ly unfamiliar with the finer arts
of the game.

Weight Advantage Discounted.

The weight advantage held by
the visitors was discounted by
their lack of speed, and their only
hope of saving their line was ig-
nored—that of "spoiling" play.
Fox, at full back, was very safe
in his kicking, and his handling
was satisfactory. He was never
called upon to tackle anyone and
amused himself finding touch
whenever he gained possession.
I thought that once or twice he
could have set his three-quarters
moving, but he never attempted it
until very late in the game, and
his subsequent pass went un-
observed in the falling light.Martin, the visiting full-back,
was fast on his feet, a safe
handler and a sure touch-kicker.
I found him the most arresting
figure on the losers' side, and was
sorry to see that he experienced
trouble with his knee late in the
second half.

Black's Short Dashes.

Black and Macredy worked to-
gether well behind a lighter pack
who were getting the ball. Black
did not forget that it is not al-
ways the duty of a scrum half to
pass the ball out to his fly. His
short dashes invariably gained
ground, and on one occasion led
to a touch down. Macredy seem-
ed a trifle selfish, though it was
merited in the first half when he
made several nice cut throughs;
he should have passed later when
he found himself a doubly mark-
ed man.Of the forwards I liked Coppin
the best. He has a nice turn of
speed and should, with a little
practice, develop into a formid-
able wing forward. When he re-
ceived the ball he knew what was
to be done, and endeavored to do
it. Once he was unfortunate
when breaking away from the
scrum; his pass, which would
have led to a try, was intercept-
ed and very nearly taken full ad-
vantage of.Beaumont, Johnson (2), and
Mills were the Club scor-
ers, Leckie converting the latter's
try between the posts. Shute
kicked a penalty goal for the
Tamar from an easy angle.

A Scruppy Game.

Play, generally speaking was on
the scruppy side, all the rules be-
ing broken continuously. Mr.
G. F. Rees handled the game with
admirable tact, allowing several
infringements to go unobserved in
the interests of the small gather-
ing of spectators.The teams lined up as follows:
Club—S. J. H. Fox, M. Johnson,
M. G. Mills, J. S. Lee, A. R. S.
Major, J. H. M. Macredy, F. C.
Black, W. F. Leckie, E. G. Dale,
Hardy, A. D. Coppin, E. D. Beaumont,
H. D. Clippendale, B. L. Stock,
and W. F. Kerr.Tamar—Martin, Derbyshire, Evans,
French, Bell, L. Petro, Connell,
Matthews, Sutcliffe, Almsworth, Shute,
Hardy, Williams, L. Benson, S/Lt.
Turnbull.

FOOTBALL.

THE CLUBS
PLAYERS.The following will represent
the Hong Kong Football Club 1st
eleven on Saturday:—Rodger, Strange and Bishop;
Segalen, Stewart and McBride; G.
Duncan, Bell, Goldman, A. Duncan
and Wallington.

2nd XI. v. St. Joseph's.

The Club 2nd XI will be re-
presented by the following, in their
League match against St. Joseph's
on the Club ground at 3 p.m. on
Saturday:—Fogwell, Stoker and Hyatt; Sloan,
Punchbun and Krievsky; Perry, Gray,
Strang, Jackson, and Fowler.
Reserves: Smith, King and Tavin.

Our Sports Diary

LOCAL.

Hockey—To-day—R.A. v.
K.B.S.F.P.A. King's Park, 5.15
p.m.; Y.M.C.A. v. Argyls,
King's Park, 5 p.m.To-morrow—Radio Sports
Club v. H.K. and S. Brigade,
Marine Ground, 5 p.m.;
Hockey Club v. Somersets,
King's Park, 5 p.m.Football—To-day—R.A.S.C.
v. "D" Co. Argyls, at Sookun-
poo, 20th Battery, R.A. v.
12th Battery, R.A., at Chatham
Road.To-morrow—"A" Co. Ar-
gyls, v. "A" Company, S.L.I.,
at Chatham Road.
Saturday—First Division,
Chinese v. R.A.; Club v.
Argyls; Police v. St. Joseph's;
Kowloon v. Recreation; Second
Division, Royal Artillery v.
Navy; Chinese v. Recreation;
South China v. University; St.
Joseph's v. Club; Argyls v.
Somersets; Kowloon v.
Easton; Third Division,
R.A.S.C. v. Somersets; Royal
Engineers v. Fokien; South
China v. R.A.O.C.; Chinese v.
Royal Air Force.Ping Pong—To-day—Men's
Championship—Wong Tung-
hoi v. Chang Sum-chuen
(Kowloon Chinese Y.M.C.A.);
Siu Sui-ching v. Lai Pui-lam
(Kowloon Chinese Y.M.C.A.).To-morrow—Junior League
South China v. I.R.C. (Chinese
Catholic Club); Nam Chung v.
Wah Ying Club (Chinese Catho-
lic Club); Ho Hong Bank v.
Nam Mo A.A. (Eastern A.A.);
Fukien A.A. v. Commercial
Press (Fukien A.A.).Saturday—Men's Cham-
pionship, Cheng Kwok-wing v.
Leung Liu-chuen (Kowloon
Chinese Y.M.C.A.); Lee Koon-
lau v. Lam Ka-huen (Kowloon
Chinese Y.M.C.A.).Sunday—Junior League,
Chinese Catholic Club v. Kan-
to School (Kanto School).
Monday—Junior League,
Hin Kun School v. Hop Chee
Club (Kanto School); Hip
Wah A.A. v. Chinese A.A.
(Chinese Catholic Club); Fili-
pino Club v. Hip Keung A.A.
(Chinese Catholic Club).Yachting—Saturday—Men's
Race.
November 1—Opening
Cruise.November 8—First Cham-
pionship Race.
Cricket—Saturday—Civil
Service v. I.R.C.; R.A.S.C. v.
C.C.C. II. (League); H.K.C.C.
v. Garrison; I.R.C. II. v. Club
de Recreation II. (League);
Police v. D.B.S. (F.).Racing—Saturday—Ninth
Extra Race Meeting.
Monday—Draw for Sub-
scription Griffin.Golf—Sunday—K.C.C.
Championship—Qualifying
Round.November 1—Captain's Cup
(R.H.K.G.C.); Entries close
for Governor's Shield & G.M.
Young Cup (R.H.K.G.C.).November 2—Opening of
"New Course," Fanling; Cap-
tain's Cup (R.H.K.G.C.).Miscellaneous—Saturday—
Opening of K.B.S.F.P.A. Club-
house, King's Park, 4.30 p.m.
Athletic Sports—Sunday—
Children's Day, Filipino Club,
King's Park.Fencing—Monday—Royal
Hong Kong Yacht Club.
Whist—Tuesday—St. Pat-
rick's Club Drive, 8.30 p.m.
Rugby Football—Wednesday—
Third Trial Match, Happy
Valley.Law Bowls—November 1—
Open Championship Final and
Spey Royal Cup Final, K.C.C.,
3 p.m.Tennis—November 4—En-
tries Close for Ladies' Open
Doubles Championship.

HOME.

Racing—Wednesday—Car-
bridgehire Stakes, New-
market.Football—Saturday—Scot-
land v. Wales, Ibrox Park,
Glasgow.November 22—Wales v.
England.KOWLOON GOLF
CLUB.

CAPTAIN'S CUP.

The qualifying round of the
Captain's Cup played on the 18th
and 19th instant resulted as fol-
lows:—W. Taylor (8) 69
G. Hall (10) 72
E. O. de Rosa (2) 71Messrs. Reid and de Rosa will
play for second place.

CRICKET.

QUEEN'S COLLEGE BOWLING
TOO STRONG.

R.A.S.C. BEATEN.

The Royal Army Service Corps
entertained Queen's College in a
friendly game at Sookunpoo yester-
day. The College were dismissed
for the low total of 85 runs,
but good bowling by Taul and
Nazarin gave them victory by 41
runs.K. Nazarin (22 not out) and
A. R. Suffad (14) saved the Col-
lege from what at one time
threatened to be entire collapse,
but the highest scorer for them
was "Mr. Extras" who contribut-
ed a useful 28.

Scores:—

Queen's College.	
A. Hunt, c Payne, b Macnamara	6
A. R. H. Ismail, b Macnamara	0
D. Hunt, b Macnamara	1
L. B. Holmes, b Macnamara	14
C. E. Abbas, c Andrews, b	0
Simpson	0
Y. P. Taul, b Simpson	22
K. Nazarin, not out	28
O. el Arculli, b Cole	7
M. el Arculli, c Payne, b Fry	0
M. C. Hung, run out	28
Extras	28
Total	85

BOWLING ANALYSIS.

	O.	M.	R.	W.
Fry	7.2	1	12	1
Macnamara	13	4	14	4
Simpson	5	1	20	3
Cole	4	1	11	1

R.A.S.C.	
Major Langmaid, b Taul	2
L/Cpl. Simpson, b Nazarin	0
L/Cpl. Cadman, c Holmes, b	0
Nazarin	0
Dr. Cole, b Taul	13
L/Cpl. Fry, c Hung, b Taul	0
L/Cpl. Macnamara, c Holmes, b	1
Nazarin	9
Pte. Andrews, c O. el Arculli, b	0
Nazarin	7
Pte. Mackay, b Taul	0
W.O. Payne, c M. el Arculli, b	0
Taul	0
Pte. Beresford, c D. Hunt, b Taul	0
L/Cpl. Loskin, not out	12
Extras	44
Total	71

BOWLING ANALYSIS.

	O.	M.	R.	W.
Taul	7	1	22	6
Nazarin	7	1	10	4

I.R.C. v. CIVIL SERVICE.

The following will represent
the Indian Recreation Club in a
friendly match versus the Civil
Service, on the latter's enclosure
on Saturday, commencing at 2
p.m.:—A. H. Madar (Captain), A. el
Arculli, A. A. Rumjahn, A. R. Minu,
A. K. Minu, F. D. Pereira, S. A.
Ismail, B. Iranee, M. R. Abbas,
J. M. A. Rumjahn, and Sirdar Khan.

LAWN BOWLS.

NARROW VICTORY FOR R. F.
LUZ.A very closely contested lawn
bowls game in the Open Singles
Championship, played at the Civil
Service green yesterday, resulted
in a win for R. F. Luz, who de-
fented U. M. Omar by 21 points
to 20. Luz will now meet A. M.
Holland in the final.Omar was 17-5 down at the
thirteenth head, but made a won-
derful recovery to tie the score
at 20 all on the 21st head. Both
players were in great form, and
Luz carried the jack in the final
head to give him the right to en-
ter the final for the second year
in succession.

S.P.C.A.

FINANCIAL DRIVE—FIRST
RESULTS.The annual financial drive of
the S.P.C.A. commenced yesterday
and lady collectors called on the
principal business houses. As a
result the Hon. Treasurer acknowl-
edges with thanks the following
subscriptions:—

Mrs. Loebey	\$100.00
Anonymous	52.00
F. H. Mody	50.00
Staff of General Post Office	38.80
Staff of Equitable Eastern Bank	28.00
Vacuum Oil Co.	25.00
W. T. Stanton	25.00
A. W. White	25.00
Hong Kong Shareholders' Assn.	25.00
Staff of Mercantile Bank	25.00
Gibb, Livingston & Co. Ltd.	20.00
Williamson & Co.	20.00
Robertson Wilson & Co.	20.00
Woo & Nash	15.00
Moxon & Taylor & Staff	12.00
Hastings, Denny & Bowley	10.00
Brand & Co.	10.00
Kaymanly & Co. & Staff	10.00
Dr. Coxon & Ernest	10.00
Whiteway, Laidlaw & Co.	10.00
Hong Kong Amusements, Ltd.	10.00
F. M. D. Courtney	10.00
Holland China Trading Co.	10.00
O. A. Smith	5.00
Connell Bros. Company	5.00
Capt. Laurence	5.00
K. Terri	5.00
R. Johnson & Co.	2.00
Woo Brothers	2.00
Chung Wo Film & Co.	2.00
Horal Sun & Co.	2.00
Sung Lee	2.00
C. S. Roselot	1.00
Foot Ease Hosiery Mill	1.00
Total	692.80

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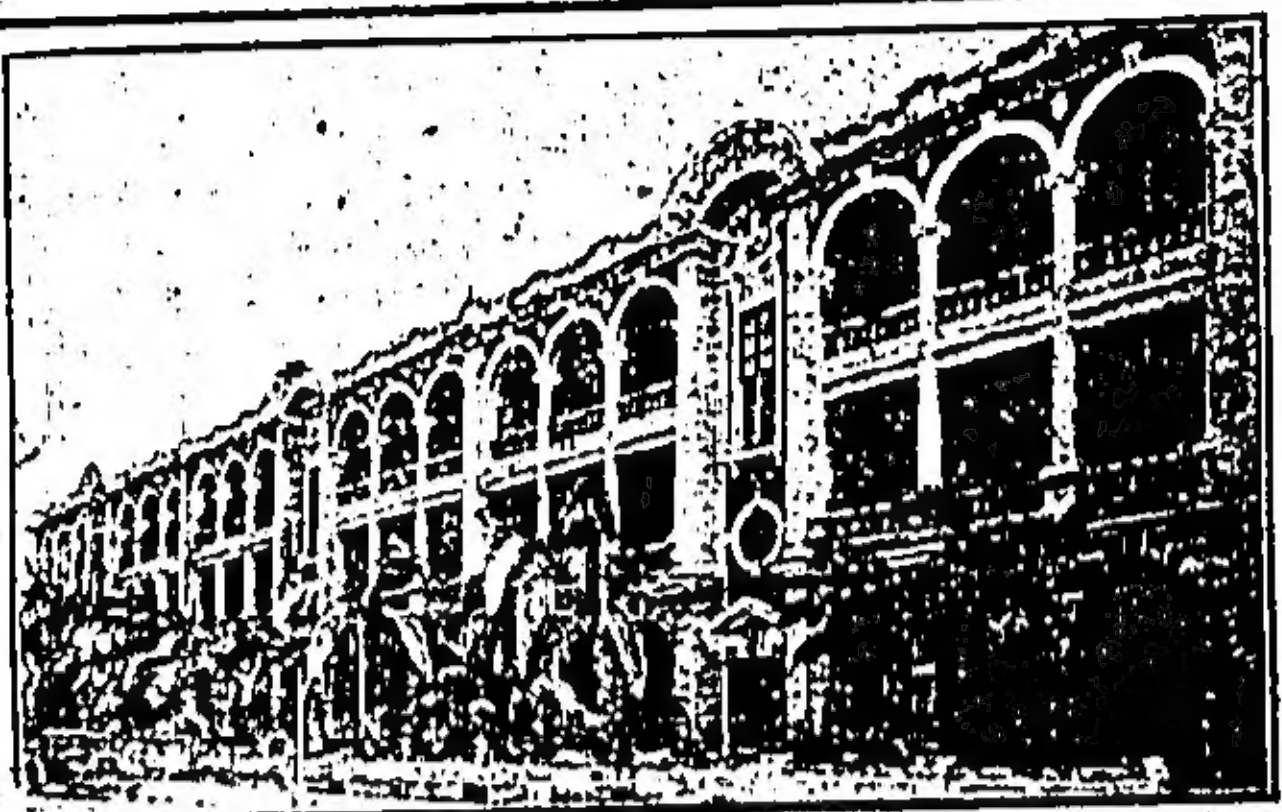
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POST OFFICE NOTICE.

INWARD MAILS

From THURSDAY OCTOBER 23.
Amoy Tilawa
Java Tjikembang
FRIDAY, OCTOBER 24.
Shanghai Khyber
U.S.A., Canada, Japan & Shanghai (Seattle). President Cleveland
Oct. 4).
Calcutta and Straits Ho Sang
SUNDAY, OCTOBER 26.
Shanghai and Amoy Tjikarang
MONDAY OCTOBER 27.
Manila Empress of Canada

OUTWARD MAILS

For THURSDAY, OCTOBER 23.
Samshui and Wuchow 4 p.m.
Rabaul 4.30 p.m.
Manila 5 p.m.
FRIDAY, OCTOBER 24.
Swatow, Amoy and Foochow 1 p.m.
Haiphong 2.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, A'en, Egypt & Europe via Marseilles Khyber (Due Marseilles, Nov. 22.) G.P.O.

K.P.O.
Parcels Oct. 24, 4.30 p.m.
Registration Oct. 25, 9 a.m.
Letters 10 a.m.
Calcutta via Straits Oct. 24, 5 p.m.
Letters Oct. 25, 9.30 a.m.

SATURDAY, OCTOBER 25.
Shanghai 8.30 a.m.
Foochow via Swatow 5 p.m.
Amoy and Japan 5 p.m.
SUNDAY, OCTOBER 26.
Bangkok via Swatow 8.30 a.m.
Swatow, Amoy & Formosa 9 a.m.
MONDAY, OCTOBER 27.
Japan, *Canada, U.S.A., *C. & *S. America and *Europe via Victoria, B.C. President Lincoln (Due Victoria, B.C., Nov. 14.)
Parcels Oct. 27, 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.
Shanghai and *Europe via Siberia President Lincoln
Registration Oct. 27, 5 p.m.
Letters 6 p.m.

* Super-scribed correspondence only.

ROUND THE CINEMAS

"A GREAT LIFE" AT THE QUEEN'S.

TWO BRILLIANT ARTISTES.

Anyone in need of a mental tonic—and who is not, in these sad days—should make a point of visiting the Queen's Theatre to get acquainted with proxy with the Duncan Sisters. The actual name of the talkie is "It's a Great Life," and after seeing the two stars one is almost persuaded that it is. These two girls certainly know how to ring the changes on the emotions. A jaded reporter last night was kept busy for a few seconds totting up handkerchiefs, coughs, and swallowing of tonsils. This, of course, was in the sob scene, which was so well done that it made the reporter look back with pain upon his mis-spent youth.

But that ain't all. Apart from the lachrymatory episode there are moments of sheer delight when the two sisters are prevailed upon to sing together. It doesn't seem to matter what they do sing, the effect being the same anyhow. But our reporter was of opinion that the "Tell Me, Pretty Maiden" skit was one of the cleverest he has seen for many a long day.

Besides that, of course, there is the usual haunting melody, known in the days gone by as a theme song. There is also some acting, which comes as an additional novelty. So go to see the Duncan Sisters, and the rest of an excellent cast. They are worth it.

It was learned from the preliminary flashes that the producer was Sam Woods. Good for Sam. Some of the scenes in the latter stages of the film fully merit the much misused word "beautiful." If Mr. Woods, or his colleagues go on producing films like this we shall be inclined to believe a Press agent. We live in hopes.

There is also the Movietone News, with Sir Thomas Lipton in amiable mood before he lost the races for America's Cup. Another talkie gives a glimpse of several shoulder-shrugging saxophonists, who are rather less of an infliction than usual. Altogether, a great show.

"THE ROGUE SONG."

The talking-picture debut of Lawrence Tibbett, internationally known Metropolitan opera star, will take place at the Queen's Theatre on Sunday in the "The Rogue Song," a Metro-Goldwyn-Mayer production, directed by Lionel Barrymore and filmed entirely in Technicolor.

The picture, the first approach to an operatic film, is considered to be one of the most important productions of the year and entailed elaborate preparations. The scenario, based upon the operetta, "Gypsy Love," was written by Frances Marion with dialogue by Frances Colton of "Rain" and "Shanghai Gesture" fame and music by Franz Lehár and Herbert Stothart. The lyrics are the work of Clifford Grey. Besides Tibbett's songs, the musical innovations of the production include an aria sung by Elsa Allen, Wagnerian soprano, with a women's chorus and numbers sung by Wallace Macdonald, accompanied by a large male chorus.

There is also an Albertina Rasch ballet of 100 girls who dance to special music contributed by the modernistic composer, Dimitri Tiomkin.

The producers of "The Rogue Song" state that in spite of the elaborate music, ballets and colour details, the picture is not "high brow" Barrymore making it a point to submerge the music to the interesting plot and using the songs only at strategic points in the narrative where they will be heard as a natural part of the story.

"TANNED LEGS."

No two youngsters in moving pictures could be paired more effectively than June Clyde and Arthur

Lake, who have the leading roles in "Tanned Legs," Radio Pictures' tuneful show which opened last night at the Central Theatre.

They epitomize all the infectious gaiety, the ebullience of youth in their portrayals of Peggy Reynolds and her man, Bill, leaders of the "Dynamite Division," the jolly young crowd at a beach club.

This is June Clyde's first important role before the camera, although she has gained considerable prominence as a singer and dancer of ability. According to RKO executives, who recently signed her to a long-term contract, she is one of the most scintillating personalities to reach the screen in many months. Arthur Lake has carved an enviable niche for himself in filmdom by his juvenile characterizations and is already in the front rank of youthful players.

The two head a cast of outstanding quality which includes those Broadway favourites, Ann Pennington and Allen Kearns. Others are Sally Blane, Dorothy Revier, Albert Gran, Edmund Burns, Nella Walker and Lincoln Steadman. A chorus of 40 sun-tanned Hollywood beauties adds greatly to the entertainment value. Marshall Neilan directed.

"JOURNEY'S END."

The last survivor to be rescued from the Titanic was Thomas Whiteley. After clinging to wreckage for seven hours and a half he was dragged out of the icy north Atlantic water more dead than alive. Then he served for four years and seven months in the British army—one year in the Imperial Light Horse in South Africa and three years and seven months in the Royal Flying Corps. He was wounded five times, decorated twice and mentioned once in dispatches—and now he is playing the Sergeant-Major in "Journey's End," the Tiffany all-dialogue production of R. C. Sheriff's great war play showing on Sunday at the Central Theatre.

Whiteley was born in Edinburgh. He went to a preparatory school at Chatham House, Ramsgate, and later attended Tombridge in Sussex. His mother was an actress and he became familiar with the stage when he played a few child roles as a boy. His career on the New York stage was featured by the Ziegfeld Follies of 1924, two years with the Schuberts in "Sky High," "The Passing Snow" of 1926, with Mitzel in "Naughty Riquetti" and with Eleanor Painter in "The Nightingale."

In 1927 Whiteley went to Hollywood and for almost two years was under contract to Educational. Recently he staged "The Wishing Well," an original operetta, at the Mason Theatre in Los Angeles and a revue at the Music Box Revue in Hollywood.

Although Whiteley was a great Rugby football player in Britain he is now a confirmed fan of the American game and often travels half way across the continent to witness one of the big clashes.

"LILAC TIME."

He left a Montana ranch because he wanted to live a hustling bustling city life in Hollywood. He joined the ranks of the movie players and spent most of his time on remote "locations" where soliloquies was the rule and not the exception.

That was the fate of Gary Cooper, who plays the chief supporting role in First National's special production, "Lilac Time," Colleen Moore's biggest starring picture, which will have its initial showing to-day at the Majestic Theatre, Kowloon.

Cooper's first important part in the pictures was in "Beau Sabreur." He lived in the Mojave Desert for six weeks during its filming. Then came his role in "The Legion of the Condemned," which meant a like period in Texas. And next came his fortunate chance for the role in "Lilac Time," a large part of which was filmed in California.

"Lilac Time," acclaimed everywhere as Miss Moore's greatest production to date, is a screen version of the stage play by Jane Cowell and Jane Muffin. It is a charming love story of a little French girl

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 1/3 1/2
Bank, on demand 1/8 1/2
Bank, 4 months' sight 1/8 1/2
Credits, 4 months' sight 1/4 3/16
Documentary, 4 months' sight 1/4 5/16
On Paris—
On demand 800
Credits, 4 months' sight 840
On New York—
On demand 31 1/2
Credits, 60 days' sight 32 1/2
On Bombay—
Wire 87
On demand 87
On Calcutta—
Wire 87
On demand 87
On Singapore—
On demand 55 1/2
On Manila—
On demand 63 1/4
(In Shanghai—
On demand Tls. 87
Dollar 9% dis.
(In Yokohama—
On demand 63
Sovereigns (Bank's buying rate) 1/4 1/2
Silver (per oz.) 16 1/2
Bar Silver in Hong Kong Par.
Copper Cash Nominal.
Copper Cents 3% prem.
Rate of Native Interest 3 1/2% p.a.
Chinese Sub. Coin. 25% dis.
Hong Kong Sub. Coin. Par.

LONDON EXCHANGES.

Rugby, Yesterday.
Paris 123.825
New York 4.85 15/16
Brussels 34.855
Geneva 25.025
Amsterdam 12.05 1/4
Milan 32.825
Berlin 20.405
Stockholm 18.105
Copenhagen 18.16
Oslo 18.16
Vienna 34.455
Prague 163 1/2
Helsingfors 193 1/2
Madrid 46.35
Lisbon 108.25
Athens 375
Bucharest 818
Rio Nominal
Buenos Aires 38 11/16
Montevideo 39 1/2
Bombay 1/5 25/32
Shanghai 1/7 1/4
Hong Kong 1/3 1/4
Yokohama 2/0 17/32
Silver Spot & Forward 15 1/2
—British Wireless Service.

and a dashing young British officer, and was directed by George Fitzmaurice.

The supporting cast, in addition to Miss Moore, includes Burr McIntosh, George Cooper, Cleve Moore, Kathryn McGuire, Eugene Besserer, Emile Chautard and Jack Stone.

MINE TRAGEDY.

OVER 200 BODIES NOW RECOVERED.

Berlin, Yesterday.
Two hundred and thirty-five bodies have now been recovered from the Wilhelm mine at Alsdorf, and 21 are still missing, and it is feared, dead.

Earlier News.
Berlin, Yesterday.
It is now announced that there are 231 dead in the Alsdorf mine disaster.

The worst effects of the explosion were experienced in the lowest workings, fifteen hundred feet underground, where 89 were killed. Members of the industrial council, meeting in a room at the pithead at the time of the disaster, were all killed.

The latest figure of those seriously injured in the Alsdorf mine is 93. Rescuers found the dynamite stores intact, and indications now suggest that the explosion occurred in the pit itself. Many of the dead were gassed or drowned, owing to the ventilating plant being put out of action by the concussion. —Reuter.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 23rd Oct., 1930.

STOCK	Buyers	Sellers	Sales	Nom.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1840	1840	1695	Dec.	Interim 25 cts 1930 ex. 1/24-1/24-1/24	Aug. 11, 30
Chartered Bank	173	173	173	Dec.	Interim 7/- free 1/24-1/24-1/24	Sep. — 30
Mercantile Bk., A&B. C.	231	231	231	Dec.	Interim 25 cts 1930 ex. 1/24-1/24-1/24	Sep. — 30
Bank of Asia	111	111	111	Dec.	25 cts 1930	Feb. 28, 30
Insurance.						
Canton Ins.	1080	1080	1080	Dec.	Final 25 cts 1930 ex. 1/24-1/24-1/24	May 15, 30
Union Ins.	145	145	145	Dec.	Final 10 cts 1930 ex. 1/24-1/24-1/24	May 30, 30
China Underwriters	21	21	21	Dec.	None	—
China Fire Ins.	400	400	400	Dec.	Final 25 cts 1930 ex. 1/24-1/24-1/24	May 30, 30
H. K. Fire Ins.	1080	1080	1080	Dec.	25 cts 1930	Mar. 25, 30
Shipping.						
Douglazs	27	27	27	Dec.	Last dividend for 1929	—
H. K. Steamships	20	20	20	Dec.	25 cts 1930 ex. 1/24-1/24-1/24	Mar. 4, 30
Indo-China (Pref.)	10	10	10	Dec.	25 cts 1930 ex. 1/24-1/24-1/24	June 19, 29
Shell Transports	39	39	39	Dec.	Final 25 cts 1930 ex. 1/24-1/24-1/24	July 8, 30
Union Waterways	31	31	31	Dec.	25 cts 1930	Mar. 10, 30
Mining.						
Benguet	870	870	870	Dec.	Interim 15 bonus 5 making 50 cts 1930 ex. 1/24-1/24-1/24	Sept. 30, 30
Kailan Mining Ad.	37	37	37	Dec.	Interim 15 cts 1930 ex. 1/24-1/24-1/24	June — 30
Langkat	9	9	9	Dec.	25 cts 1930 ex. 1/24-1/24-1/24	May 8, 30
S'hai Exploration	180	180	180	Dec.	None	—
Loans	34	34	34	Dec.	Interim 7.5 cts 1930 ex. 1/24-1/24-1/24	July 1, 30
Rauhe	24	24	24	Mar.	Final Interim 15 cts 1930 ex. 1/24-1/24-1/24	Sep. 28, 30
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	160	160	160	Dec.	25 cts 1930	Mar. 12, 30
H. K. & W. Docks	31	31	31	Dec.	Last dividend for 1929	—
China Provident (old)	51	51	51	Dec.	Last dividend for 1929	—
(new)	245	245	245	Dec.	Interim 7.5 cts 1930 ex. 1/24-1/24-1/24	Sep. 12, 30
Hongkew	285	285	285	Dec.	25 cts 1930	Feb. 28, 30
N. Engineering	780	780	780	Dec.	25 cts 1930	July 30, 30
Shanghai Docks	102	102	102	Apr.	25 cts 1930	—
Lands, Hotels & Buildings.						
H. K. & S. Hotels	1150	1150	1150	Dec.	50 cts 1930	Apr. 7, 30
H. K. Lands (old)	761	761	761	Dec.	Interim 25 cts 1930 ex. 1/24-1/24-1/24	Aug. 8, 30
(new)	752	752	752	Dec.	Interim 25 cts 1930 ex. 1/24-1/24-1/24	July 31, 30
Rights	1480	1480	1480	Dec.	25 cts 1930	May 7, 30
Shanghai Lands	105	105	105	Dec.	Interim 25 cts 1930 ex. 1/24-1/24-1/24	Sep. 4, 30
H. K. Realities	340	340	340	Dec.	25 cts 1930	July 21, 30
Chinese Estates	87	87	87	Feb.	25 cts 1930	—
Cotton Mills.						
Ewo Cottons	1215	1215	1215	Dec.	Final 25 cts 1930 ex. 1/24-1/24-1/24	Mar. 17, 30
Shanghai Cotton	82	82	82	Apr. and Oct.	25 cts 1930 ex. 1/24-1/24-1/24	May 28, 30
Zoong Sings	101	101	101	June	25 cts 1930	Pending
Public Utilities.						
H. K. Tramways	173	173	173	Dec.	Interim 40 cts 1930 ex. 1/24-1/24-1/24	Aug. 27, 30
Peak Tram (old)	1860	1860	1860	Apr.	25 cts 1930 ex. 1/24-1/24-1/24	June 10, 30
(new)	800	800	800	Dec.	25 cts 1930	Feb. 14, 30
Star Ferries	81	81	81	Dec.	25 cts 1930	May 13, 30
China Light (old)	2530	2530	2530	Sept.	25 cts 1930 ex. 1/24-1/24-1/24	Mar. 12, 30
(new)	241	241	241	Dec.	25 cts 1930	—
H. K. Electric	7860	7860	7860	Dec.	25 cts 1930	—
Macao	28	28	28	Dec.	25 cts 1930	—
Sandakan Lights	11	11	11	June	25 cts 1930	—
H. K. Tel. fully paid	35	35	35	Dec.	25 cts 1930 ex. 1/24-1/24-1/24	Aug. 1, 30
(part paid)	92	92	92	Dec.	25 cts 1930	Feb. 25, 30
China Buses	18	18	18	Dec.	25 cts 1930	—
Special Franchise (Ord.)	79	79	79	Sept.	25 cts 1930	Feb. 6, 30
(Pref.)	10	10	10	—	Subject to income tax.	—
Industrials.						
China Sugars	80	80	80	Dec.	In liquidation.	—
Malayan Sugars	27	27	27	Dec.	25 cts 1930	Apr. 11, 30
Cold Macg. Ord.	102	102	102	Dec.	25 cts 1930	Apr. 30, 30
Pref.	1040	1040	1040	Dec.	25 cts 1930	—
Canton Ice	8	8	8	July	25 cts 1930	—
Cements (com.)	172	172	172	Dec.	25 cts 1930	Mar. 12, 30
(old)	19	19	19	Dec.	25 cts 1930	—
(new)	590	590	590	Dec.	25 cts 1930	—
H. K. Ropes	101	101	101	Dec.	25 cts 1930	—
United Asbestos	5	5	5	—	—	—
Stores, &c.						
Dairy Farm C/R	2640	2640	2640	Dec.	25 cts 1930	Mar. 14, 30
X/R	3430	3430	3430	Dec.	25 cts 1930	—
Rights	830	830	830	Dec.	25 cts 1930	—
Watsons	1150	1150	1150	Oct.	25 cts 1930	Mar. 31, 30
De A Wings	1	1	1	—	—	—
Lau Cawfords	365	365	365	Feb.	25 cts 1930	May 16, 30
Mackintosh	19	19	19	Feb.	25 cts 1930	—
Sincere	1150	1150	1150	Feb.	25 cts 1930	June 10, 29
Wm. Powells	255	255	255	—	—	—
Miscellaneous.						
H. K. Amusement	28	28	28	Mar.	25 cts 1930	Sept. 27, 30
Ch. Entertainment	101	101	101	Dec.	25 cts 1930	—
H. K. Construction	240	240	240	Dec.	25 cts 1930	—
B. Ind. G.S. Bonds	34%	34%	34%	—	—	—
H. K. Govt. Loan	78%	78%	78%	—	—	—

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"For years I have read your Mobiloil advertisements, and for years I have smiled at your effort to create greater demand for your product. Like hundreds of other people, I didn't believe that there could possibly be the difference in lubricating oils that you have been telling the public there is.

Recently, more out of curiosity than anything else, I drained my engine's crankcase while the engine was hot—as you tell us to do—and I filled up with Mobiloil.

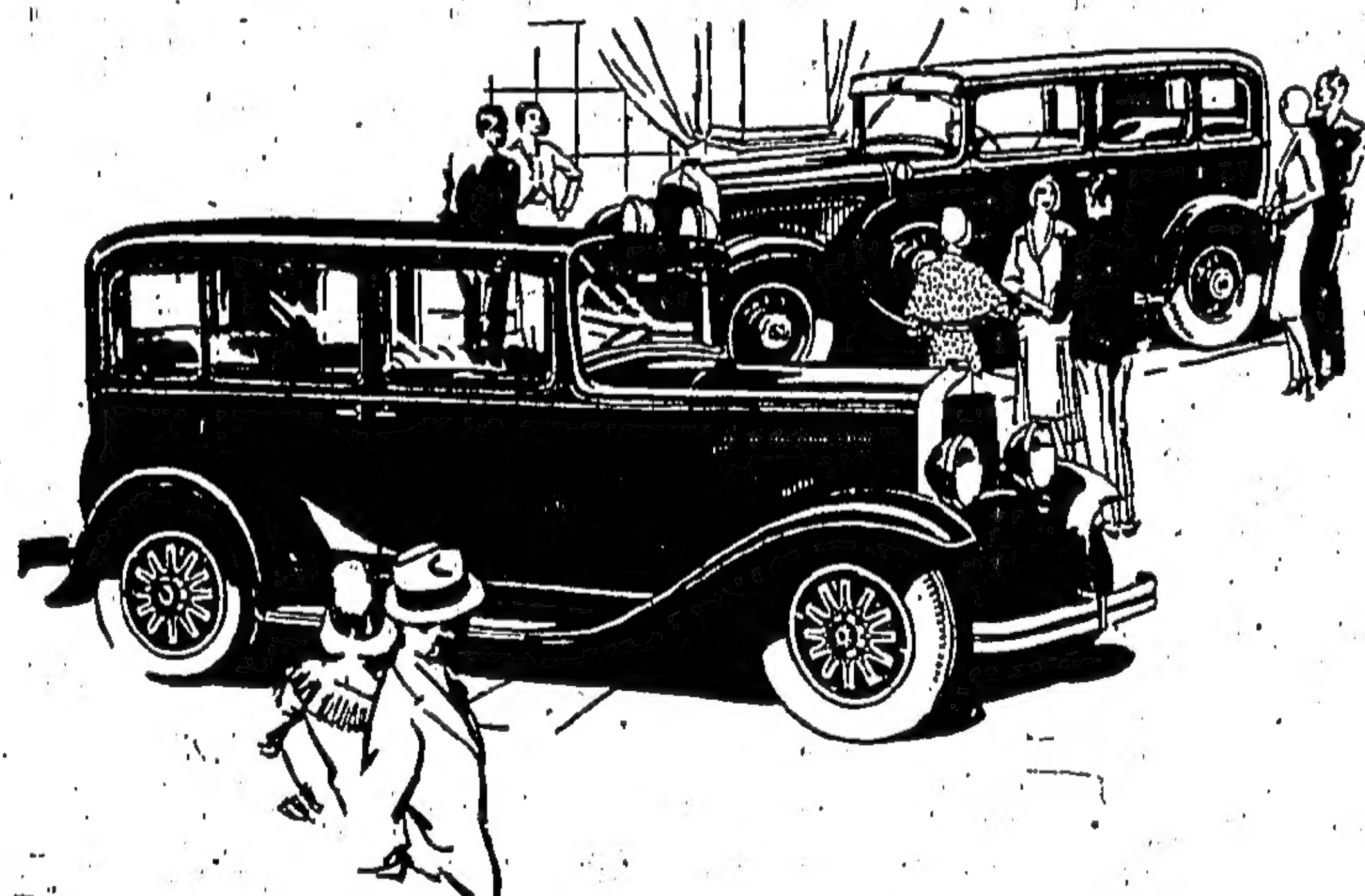
You may well imagine my astonishment when I found that my car easily climbed a hill on high that formerly I negotiated on second gear, with difficulty.

All you say about the quality, economy and efficiency of Mobiloil is more than true, and you have my wish for greater success in your effort to be of service to owners."

A similar test of the recommended grade of Gargyle Mobiloil will, perhaps, surprise you; for you, too, may discover that Mobiloil is the most efficient and economical of all motor-car engine lubricating oils.

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SAVING TIME.

'Plane Built by Ford Company.

Officials of great industries are turning more and more to air transportation because of the saving of time possible in modern aircraft which now assures comfort and safety as well as speed.

One of the first ships put into commission for the directorates of a great concern was the "Stanolind," purchased by the Standard Oil Company of Indiana. So successful was that tri-motored, all metal Ford transport plane that other planes were purchased and "Stanolind III" is now in commission transporting officers and members of the Board of the Company on inspection trips and other journeys where economy of time is essential. Aircraft promotional work also is being continued with the new ships.

The first "Stanolind" made its maiden flight from Dearborn, Michigan, to Chicago on May 21, 1927, carrying several of the company's directors and officers, together with William Mayo and William B. Stout of the Ford Motor Company. Such a large group of big business executives never had flown together in one plane before. They arrived in Chicago within a few hours of the time Lindbergh landed at Le Bourget, Paris, on the greatest of all flights.

The craft was purchased primarily to transport company officials quickly and safely to distant points on their business and inspection trips, but it was also used extensively for encouraging aviation by actually demonstrating to the general public the safety, speed and utility of air travel at its best.

The "Stanolind" was the sixth tri-motored plane built by the Ford Motor Company and the first sold to a commercial company, the other five being placed in service on Ford lines.

The oil concern's promotional programme was to send the plane to various towns and cities in the ten states in the Middle West where the company has marketing facilities. Upon arrival it was on exhibition to the public at least half a day in each community. Then demonstration flights were made in which the Mayor, members of City Council, aviation committees, civic leaders and prominent business men were taken aloft. These citizens frequently became so enthusiastic that they devoted their prestige, effort and ability to carrying on the work to make the public air minded.

In consequence, many new air lines were formed and much money invested by people who first rode in the "Stanolind." Many good airports have been established so that the ship could visit them, since the craft could not be permitted to land or take off from a field of inadequate size. Insistence upon good condition of the field also was maintained.

From May 21, 1927, until the ship was sold in January 1929, it flew 966 hours at 48 minutes, traveled 81,404 miles and carried, without revenue, 6,168 passengers.

The Standard Oil directors flew an aggregate of 87,435 passenger miles in this ship and made many business trips at a great saving of time. Incidentally they achieved a marked saving from fatigue, which the company considered so important that it has given emphasis to the feature in a report.

The "Stanolind III," also a Ford tri-motored transport plane, is powered by three Pratt & Whitney Wasp engines, developing a total of 1,275 horsepower. It cruises at 112 miles an hour and has a top speed of 138 miles an hour. The company expresses confidence that it is proving even more successful than the first "Stanolind," both for transporting officials and in continuing the effort to encourage aviation.

AVERAGE LIFE.

Estimated at Eight Years.

A motoring correspondent says in a Home paper:—

What is the average life of a motor car? There are still some pre-war vehicles on the road, but the number is decreasing rapidly, and the 1913 model is now regarded as almost a curiosity except in the case of one or two makes such as Rolls-Royce.

Even cars of the immediate post-war years—1919 to 1921—are fast disappearing from service, and most of them have now ceased to have any value except as scrap. Twenty pounds is probably the limit of their value.

In the 1930 edition of "The British Motor Industry," published recently by the Statistical and Information Department of the Society of Motor Manufacturers and Traders, a good deal of space is devoted to this interesting question of the average life of a car, for the simple reason that it concerns the manufacturer as well as the car owner.

The manufacturer now looks to the replacement market for the bulk of his sales. It would therefore suit him better if cars did not live so long as they do at present. If they were everlasting his replacement trade would dwindle to nothing. On the other hand, the car buyer naturally desires a vehicle which will give him the maximum service over the longest possible time, and when he has finished with it and is prepared to buy a new one, he hopes to be able to sell it for a figure in excess of the scrap value.

Why They Survived.

In the table and chart given in the Society of Motor Manufacturers and Traders' book, it is shown that 1913 models have survived the longest, in all likelihood because they were not in very active service during the war years. Cars made in 1921, it is calculated, had a useful life of 8½ years. To arrive at a definite figure is, of course, very difficult, but no doubt the Society's figure is not very wide of the mark.

One way of calculating the average life of a car is to inquire what the motor agents, the men who are handling all kinds and conditions of cars every day of their lives, have to say on the matter. Various dealers whom I have consulted tell me that they are inclined to regard most vehicles which left the factory before 1924 as having only a scrap value. But here again it is necessary to state that this applies only to quantity produced cars and not to such makes as Rolls Royce, Daimler, Lanchester and so on, which are very often sold to motor traders for hiring work after they have seen many years of service as private cars.

Very few people nowadays keep their cars longer than three or four years at the most, and a great many change to a new model every second year. In this country we have not yet reached the stage at which owners have a new car every year as so many do in the United States, but I have no doubt that we will come to that in a very short time, despite the fact that some of the new cars have engines which will stand up to hard work for a much longer time than the engines of two or three years ago.

Desire For Change.

One of the effects of this desire for change and for the very latest in design and construction is that drivers are inclined to neglect their cars to an extent which they would not do were they prepared to keep them for a long period. I find many owners whose attitude is that so long as their car runs everything is well. "Why bother about doing this or that to maintain it in perfect condition when we shall sell it next year and get a new one," they say. Naturally this leads to quicker depreciation, and may even cut down the useful life of a car by a year or more.

Sometimes I have heard it suggested that it pays to buy one of these eight or nine year old cars which can be obtained for "an old song" and recondition it. I refuse to believe that this is an economical proposition. You may get the car for £15 or £25, but it will cost

BY PRODUCTS.

Increase in Ford Co.'s Business.

An increase of \$2,570,100 in the by-products business of the Ford Motor Company last year as compared with 1928 is shown in a report made public by the company to-day. Sales in 1929 totaled \$19,344,773 while in 1928 they were \$16,774,672.

The report serves to illustrate, according to officials of the company, the extent to which modern industry can reduce the cost of manufacturing and consequently the cost of its products to the consumer by the elimination of waste and the utilization of by-products.

In the Ford plants nothing is thrown away. Raw materials not only serve their purpose in the production of automobiles, but they are made to yield vast quantities of still other raw materials that are used in the plants or sold in the market.

The more than \$19,000,000 worth of by-products mentioned in the report represent only the sales of the company. In addition several million dollars worth of by-products were used in the company's own manufacturing processes.

The greatest single increase last year was in the sales of scrap which amounted to \$5,672,000. This is an increase of \$2,053,000.

Last year coal valued at more than \$2,758,000 was sold, representing production of the company's mines in Kentucky and West Virginia in excess of its own requirements. Coal is shipped by rail to coal dealers in the Middle West and from the Ford dock at Duluth, Minn., for use in the Northwest.

From coal, the company produced and sold \$4,318,000 worth of coke in excess of its own requirements. In the production of the coke, \$825,000 worth of ammonium sulphate was obtained and sold through Ford dealer organizations as a concentrated fertilizer. Light oil was retrieved in the process of making coke and from it in turn the company produced \$2,357,000 worth of motor benzol which was sold through filling stations in Detroit and vicinity.

Waste wood from the Ford saw mills and body plants in northern Michigan is converted by destructible distillation into such useful products as charcoal and industrial chemicals. Sales of charcoal amounted to \$509,000 an increase of nearly \$147,000 over the year before. Products of wood distillation, which find their way into manufactured rubber goods, formaldehyde, artificial leather, lacquers, and a host of other things, showed an increase of nearly \$237,000 for the year. Sales amounted to \$561,000.

Slag from the blast furnaces was converted into Portland cement and sold for \$1,032,000. Other slag was sold for \$169,000 to be used for ballast in road construction.

Surplus gas, accumulated over week-ends, was sold to a gas company in Detroit for \$378,000, plate glass, manufactured in the company's own plants in excess of its requirements, brought \$579,000 in the market and lumber from the Ford saw mills in Northern Michigan accounted for \$34,000.

Johnson gauges, which have made mass production possible, added \$102,000 to the list of sales. These gauges, little blocks of shiny metal are the world's most accurate measuring instruments and have been adopted as standards by the United States Bureau of Standards and other scientific institutions. The Ford Motor Company undertook production of them for use in its own plant, where measurements to within infinite fractions of an inch are often necessary. However, it has developed a side-line business in the making of the gauges for other manufacturers.

you almost as much if not more to put it in order, and as often as not your repair bill is three or four times that for an up-to-date model. Furthermore, it will probably be more extravagant in oil and petrol than you expect. Only a man who is an expert mechanic should sink money in an "old crock."

"TRAFFIC FILM."

Important Hint to Car Owners.

When a car comes from behind, you and passes you with a derisive foot and a cloud of dust; it means more than just a fellow traveller in a hurry. It means that another layer of "traffic film" has been added to the top and sides of your car.

This traffic film examined under a microscope may show 20 to 50 different kinds of grit and sharp edged dust, sticking to the body and the fenders.

It is important to get this film off your car as soon as the drive is over. But avoid continual washing; wipe it off with a soft cloth. As a matter of fact the film being composed of minute particles of grit, acts as gentle abrasive for your finish, and if wiped gently and carefully improves rather than harms the polish. Then apply Duco No. 7 Polish, and the result will be most gratifying. Mud on the contrary should be washed off as soon as possible. Mud allowed to dry and cake is bad for the finish. The first beauty and sheen of your car can be retained so simply. It is amazing what results can be obtained by the use of a soft cloth.

Be careful to avoid too high speeds over freshly tarred roads. The tar will splash up taking hard particles of gravel with it, and pit and spot your finish, being almost impossible to remove when dry, and hard.

Consideration for your car will repay you in the end, and the satisfaction of retaining the original looks of the car is worth the extra time and supervision. The permanency of du Pont "Duco" renders this much easier, and there is no reason why your car should not look as good after a year of use, as the day it left the factory.

SIX-WHEELERS FOR INDIA.

The Government of India was one of the first to recognise the great possibilities of the Rigid Six-Wheeled type of motor vehicle which is capable of taking heavy loads across open country, almost regardless of surface or gradient.

The 30/45 h.p. Albion is one of the most successful machines of this type and was naturally one of those who was tested by the Indian Government in their initial investigations into the suitability of the type of machine for Indian conditions. The result of the comparative tests was an order for no less than 223 Albions, probably the largest single order ever placed for motor vehicles. The Albion Motor Car Co., Ltd., of Glasgow, Scotland, now announce the receipt of a repeat order for 69 of these remarkable machines, making a total of over 280 to a total value of well over £300,000.

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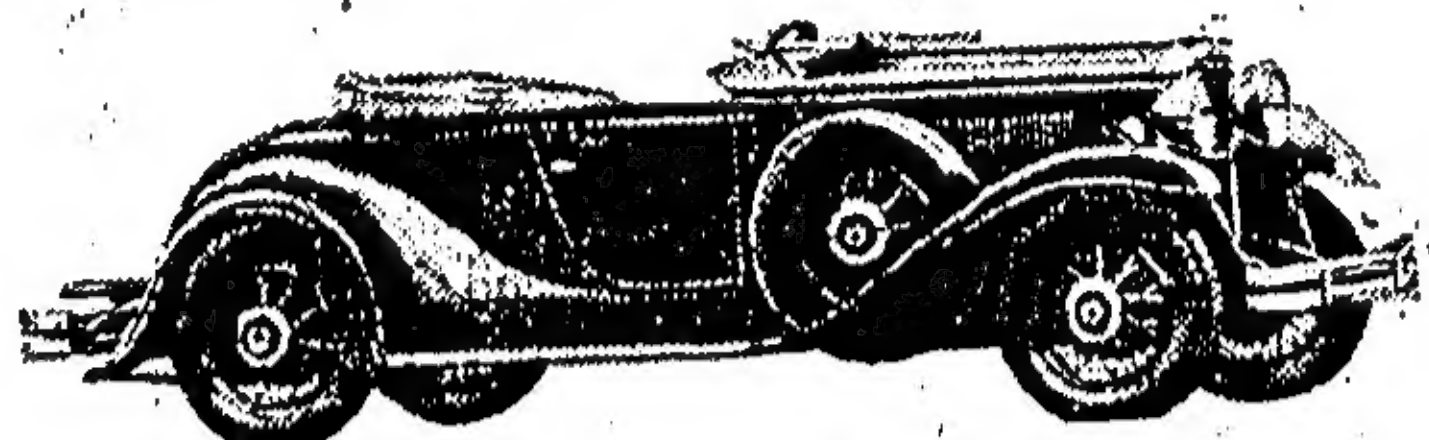
Sole Agents:

SINCERE'S

HUPMOBILE'S NEW CENTURY 8

A DISTINCTLY NEW CAR.

Designed to fill the gap between the Hupmobile moderate price six cylinder models and the 100 horsepower Eight, the new Hupmobile Century Eight, just introduced, makes its bow as a distinctly new car from every angle, including price. The new Century Eight, like its running mate, the new Century Six, inherits the name of a brilliant Hupmobile predecessor—the "Century" line of a few seasons ago. In other respects, however, the new Century Eight compares with nothing that Hupmobile has ever done. It strikes notes of newness altogether unique in its price class. Its engine develops great horsepower and a speed of over 75 miles an hour, with a smoothness altogether new to seasoned motorists. In engine construction, it follows Hupmobile's pioneered straight eight principle, with high compression cylinder heads, which provide an unbroken flow of power throughout its entire speed range.

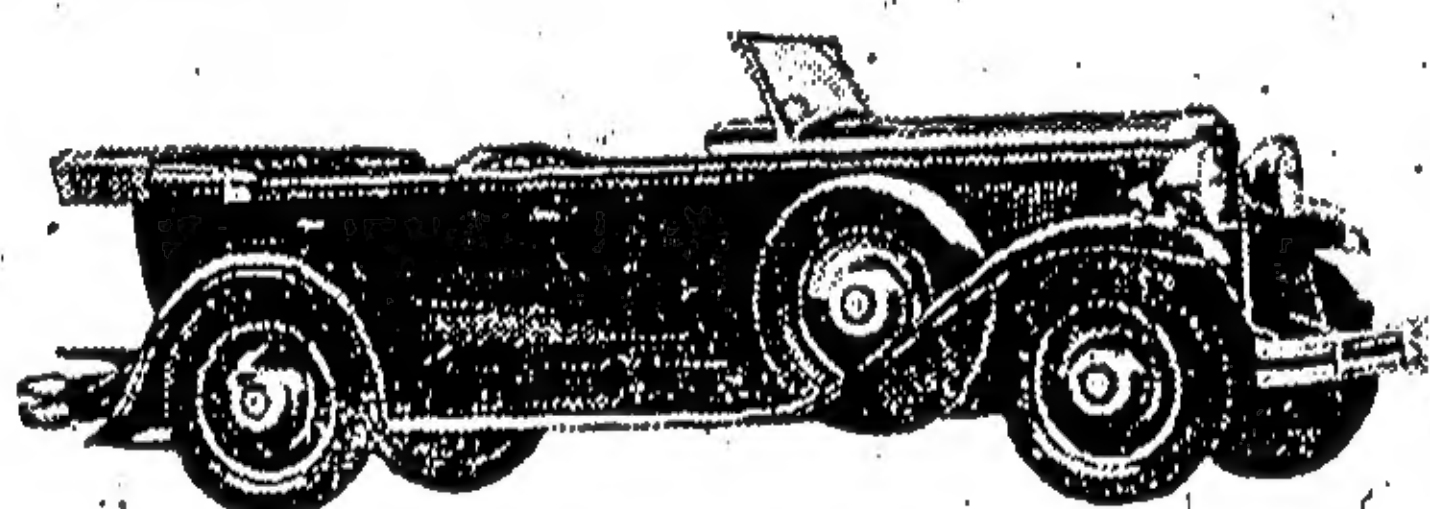


New "Century Eight" Roadster.

Its acceleration is remarkable, developing from 5 to 50 miles an hour in as little as 20 seconds.

There is an attractive variety of body styles in the new Century Eight series, including Coupe with rumble seat, 5 passenger four door Sedan, Convertible Cabriolet, 5 passenger Tourer and the 2 passenger Roadster.

In designing the new Century Eight, Hup engineers have again established new precedents in body styles, in construction and in body contour. From radiator to tail lamp, this car presents an unbroken, flowing line that accentuates greatly the suggestion of speed. The radiator is high and wide and is also conducive to speed through less frontal wind resistance. Thermostatically controlled radiator shutters are included as standard equipment. The fenders are long and sweeping. Interior upholstery is of high quality mohair with a nap designed for long wear. Special



New "Century Eight" Phaeton.

machine-buffed Bedouin leather in harmonising tone is used in the open models.

Adjustable Seats.
The new Hupmobile Century Eight has adjustable front seats in all closed models. A full three-inch variation in front seat adjustment is possible, providing easy leg room for drivers of practically all heights. Coupled with this feature, the adjustable steering column makes it a simple matter to fit any driver for complete comfort and handling ease. The front compartment is ventilated through the cowl.

Mechanical Innovations.
Chief among the mechanical features embodied in the new Hupmobile Century Eight are the rubber mountings and insulation device between the engine and frame. The front end of the engine rests on two rubber plates, placed between the engine support arms which are made integral with the crankcase and the front cross members; these supports are set at about a thirty degree angle from a horizontal plane, giving a cradle-like mounting to the engine. Instead of the conventional rubber insert mounting between the rear engine supports and the frame, the rear engine-to-frame contact is a solid metal-to-metal contact, providing greater rigidity where it is needed at the rear of the engine.

This rear mounting is entirely new and exclusively Hupmobile. It consists of four rubber plates placed between the rear end of the crankcase and the rear end of the cross member, so spaced as to equally distribute the weight to each one. These plates consist of rubber vulcanised between two steel plates. One of the plates is riveted to the engine support member while the other is bolted to the crankcase, providing a live rubber insulation between the two metal contacts. Thus, all metal parts are fairly bandaged in rubber and warping is minimised, while nerves are soothed by the thorough job of silencing achieved by the Hupmobile engineers.

The crankshaft of the new Century Eight is of the five-bearing type, weighs 92½ pounds, and is fully counter-weighted. It is statically and dynamically balanced and is equipped with a vibration damper of new type.

Elaborate Lubricating System.
No less than 46 points on the eight cylinder engine are under pressure lubrication at all times. Much of the credit for long life and economical upkeep of Hupmobile automobiles can be attributed to the care taken in providing pressure lubrication to vital engine points as is so adequately demonstrated in the new Hupmobile Century Eight.

The bore and stroke of the new eight cylinder engine is 2½ and 4½ inches respectively. The piston displacement is 240.2 cubic inches, while the standard compression ratio is 5.2 to 1. Pistons in this engine are of a special new type, a light weight alloy,

one of the newest proven developments in automotive engineering. They are as hard as cast iron and have similar wearing qualities, yet they are much lighter than cast iron, giving them a responsiveness and power that is especially evidenced on hills.

One of the features of the new Century Eight is the positive type of fuel pump used instead of the conventional vacuum tank. This gear driven pump provides a constant supply of fuel to the carburetor. Water in the fuel cannot accumulate in the housing because of its design. A double, plain tube type, of carburetor is used, incorporating an exclusive accelerating pump which provides an extra spurt of fuel when quick acceleration is demanded. The fuel filter, through which the gasoline must pass before reaching the carburetor, eliminates dirt and water. A fine mesh screen, surrounding the gasoline pipe at the carburetor, provides a

second check against foreign matter in the fuel supply.

Crankcase ventilation is also a feature of the new Century Eight cylinder engine. A special mesh screen is built into the crankcase filler cap to eliminate foreign matter. The air enters through this vent, circulates through the crankcase, and the fumes and vapour within are then drawn out under the car through an exhaust pipe by suction created by air passing across the diagonal end of the exhaust pipe.

Extra Heavy Frame.
Contributing to the smoothness and riding ease of the new Century Eight is the exceptionally sturdy and well-braced frame. It is of the double drop type, 165½ inches in length. Six sturdy cross members brace the frame and provide a maximum of rigidity. The frame is extra wide at the rear for good balance and tapers forward for a shorter turning radius and easier steering. Another outstanding feature in connection with the frame is the use of a special type of noiseless rubber spring shackle. This type of shackle precludes the necessity of lubricating these chassis parts. In addition, they are noiseless in operation, a necessary feature for the modern car.

Other convenient features which will please the modern car buyer in search of something new; are the headlights, which are controlled by a ratchet type foot pedal, oversize starting motor, full-vision windows, mono-control type of full vision windshield, triple hydraulic shock absorbers front and rear, and Hupmobile's own road shock eliminator.

Modern Decorations.
Hupmobile carries out in the new Century Eight, the modern motif which is so characteristic of the Hupmobiles of to-day. Thus you find the modern note exemplified in the instrument panel, door handles, light switch, and of course, in the very exterior design of the cars themselves.

MOTOR HIGHWAY.

Reaches Far Into Arctic Circle.

Washington, D.C., Sept. 20.

Venturesome automobile tourists who have the desire to visit out-of-the-way place will now be able to travel to a point far within the Arctic Circle via what is believed to be the northernmost road in existence. This road is located in northern Finland, starting about 300 kilometres within the Circle. It extends some 230 kilometres farther north to the Fjord of Petsamo in the Arctic Ocean. This harbour is free from ice the entire year.

A description of this road and a brief history of its construction is contained in a report which was submitted by E. W. Skogstrom, director general of Roads, Helsingfors, Finland, to the Sixth International Road Congress held in Washington from October 6 to 11. The southern end of the newly completed highway is connected with the network of other roads in the country by means of good highway and through this also with the railway system.

Construction of the road was begun by the Imperial Russian Government in 1916 as a military measure to establish communication with the allies and thus offset the German blockade of the Baltic sea. The revolution of March, 1917, interrupted construction but upon the conclusion of peace Finland resumed the work. The road has now been in use for some time and is used by both tourists and motor trucks. It is a gravel road, five metres wide and the total cost of construction has aggregated \$1,500,000. Tourist hotels have been erected in several places and, while they are open principally during the summer, some of them remain open during the winter also. A telephone and telegraph line runs alongside the road which can be used for international communication.

HUNTING OSTRICH.

Progress in the Desert.

Last autumn I was riding with several Beduin in the Syrian desert south-east of Damascus (writes a correspondent of The Times). Our camels frequently crossed the tracks left by motor-cars in the sand. Presently one of my companions said to me, "I wish I had enough money to buy a motor-car. If I had a car, by Allah, I would soon become wealthy." I asked him how a motor-car would bring him wealth. "I would hunt the ostrich with it," he answered. "The feathers of the ostrich bring much money."

The sons of Nuri Shaalan, sheikh of the Rualla tribe, he added, had used a motor-car for this purpose with great success. The ostrich cannot be overtaken by a horseman, still less by a camel-rider; but with a motor-car it can be run down fairly easily, as it always runs on flat ground, in the bottom of valleys and so on. Nuri Shaalan's sons had chased a number of these great birds and shot them from the car while travelling at high speed. They had lassoed one and captured it alive, afterwards presenting it to King Feisal of Iraq. A band from the same tribe hired, not very long ago, eight motor-cars from Damascus. With these, a machine-gun being mounted on one of them, they made a raid on a branch of the Aneyza tribe, with which they were at feud.

Great Benefit of Motor-Cars.

To Beduin, the chief thing about the chase is the bag. Their hunting is done principally to fill the pot. They search in the desert for hares, and having found one sleeping among the rocks, they get within about five yards of it and shoot it with a rifle. They also take them on the run with hawk or hound.

Motor cars could be of great benefit to the Beduin. Breeders of camels, their lives are spent in wandering about the desert searching among the stones for pasturage and water for their beasts. There are enormous tracts of the desert in which there are no wells, but where there is excellent grazing for camels. In winter and spring the rains cause great shallow pools of water to form in some of these districts, and at those seasons the Beduin drive their herds thither. Often it happens, however, that there is a heavy rainfall in a particular place one year, while in the next year there is scarcely any, or the rain comes a month or more later than usual. Whether the rains are full or dry can only be ascertained by sending out camel riders to examine them. This may take many days, whereas by using a motor-car all the pools in a very large tract could be inspected in a single day, and the information

brought to the headquarters of the tribe on the morrow.

As Their Forefathers Lived.

This system is already in use among those northern tribes whose territories touch, on the settled lands of Syria and Trans-Jordan. The sheikhs of some of these tribes now possess cars. Farther south, however, the tribes continue to live their lives just as their forefathers lived. Firearms are the only possession which their ancestors of a thousand years ago did not have. The reason is not always poverty. A fat camel sells to the butchers in Egypt for about £16 or £17, and many Beduin own 55 or even 100 camels. Moreover, they are prepared to pay for anything they want. As much as £20 is sometimes paid for a good hawk, for instance. No, the explanation of their continued simplicity of life is that they are so isolated among their deserts that they do not come into contact with new things, and so do not acquire the want of them.

Although the Beduin have not yet themselves made much use of modern inventions, they are increasingly coming under the influence of them. Ibn Saud, the king of the greater part of the Beduin nation, travels between the principal parts of his dominions by means of motor-car. His caravan usually consists of some sixty cars of various sorts. He also owns a small fleet of aeroplanes, run by British pilots. Again, some half-a-dozen wireless telegraph stations have been installed at various points in his kingdom. These things can hardly fail, in time goes on, to force a wider outlook on the nomads. Up to the present, however, progress has not carried the Beduin beyond the rifle and an occasional box of matches.

SCOURING THE CRANKCASE.

It is common knowledge that when a car is new the oil in the crankcase should be drained off and replenished by fresh lubricant after a few hundred miles. The reason for this, of course is that however "clean" a new casting may be, there is necessarily an amount of grit and other impurities which mix with the oil when the engine is first run and forms a mild grinding paste. If the oil is drained out, most of this abrasive goes with it and after further drainings and replenishments, the interior of the engine becomes relatively clean.

The manufacturers of Rolls-Royce cars, however, employ a method which removes these impurities in the preliminary engine tests. When an engine is assembled it is placed on a test bed and is run in, gently, under its own power. It is not "motored" in by external power, for this reverses the stresses. Also

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

The BUICK 8

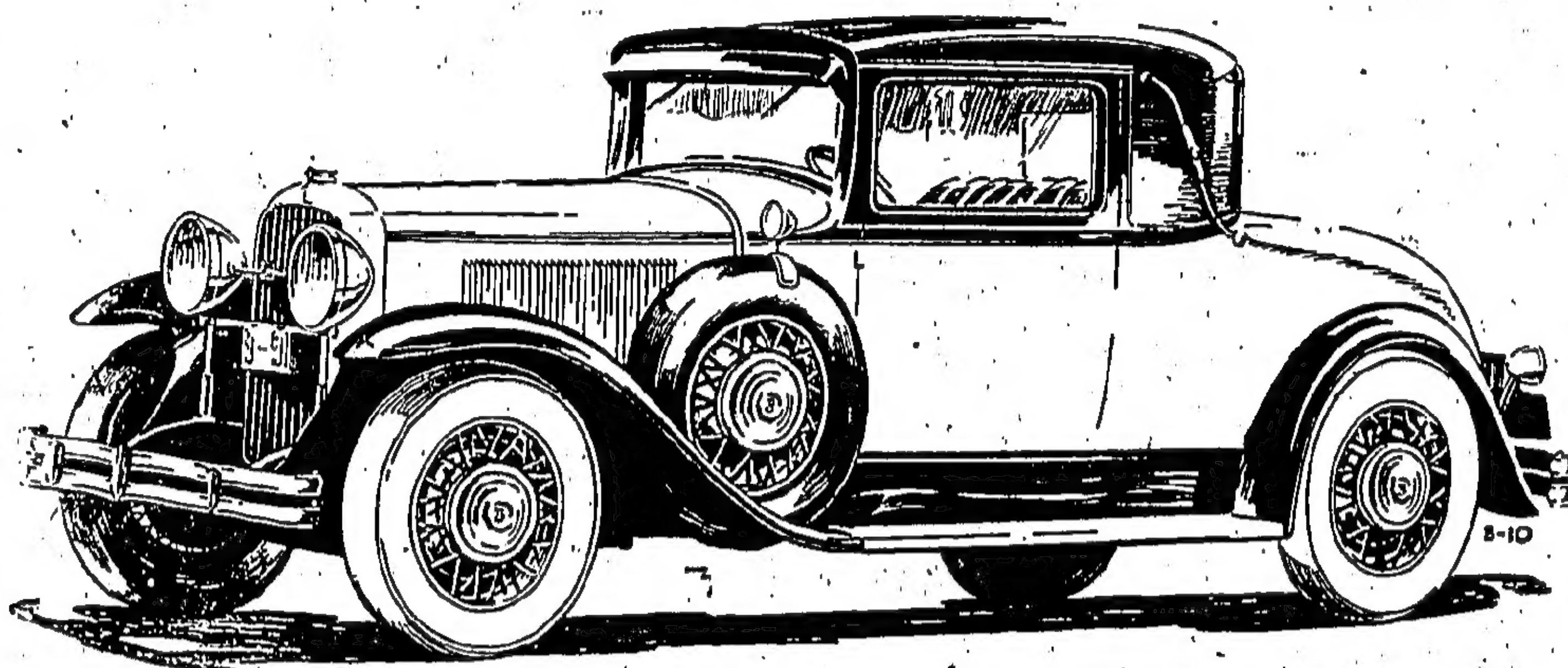
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BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg. SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56264.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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Thursday, October 23, 1930.
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HONG KONG, THURSDAY, OCTOBER 23, 1930.

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"TANALUS" 29th Nov. Genoa, Havre, Liverpool and Glasgow
"DEMODOUS" 4th Dec. Havre, Liverpool and Glasgow

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(via KOBE & YOKOHAMA.)
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"PROTEUS" 27th Nov. For Victoria, Vancouver & Seattle

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"PHEBUS" Sails 11th Nov. For Davao, Cebu, Iloilo, Manila, New York, Boston & Baltimore via Suez

INWARD SERVICE.

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TRADE FIGHT WITH BRITAIN.

United States Keen To Please Brazil.

Washington, Yesterday.
At the Brazilian Government's request, President Hoover has placed an embargo on the shipment of war munitions and equipment to Brazil, except when licensed by the State Department. The United States policy to Brazil is being very closely followed in Latin American circles, where it is believed that the United States is making a definite bid for Brazilian trade in competition with Britain.—Reuter's American Service.

SOLICITOR-GENERAL

THE HON. RICHARD CRIPPS, K.C., APPOINTED.

SON OF LORD PARMOUR.

London, Yesterday.
The Hon. Richard Stafford Cripps, K.C., has been appointed Solicitor-General in succession to Sir James Benjamin Melville, who has resigned owing to persistent ill-health.—Reuter.

[The Hon. Richard Cripps, who is the youngest son of Lord Parmour, was called to the Bar, Middle Temple, in 1913. He is the editor of "Cripps on Compensation," and "Cripps on Church and Clergy."]

ECLIPSE OF SUN.

REWARD OF A WEEK'S PREPARATIONS.

New York, Yesterday.
A message from Niuafoou says that the week's preparations of the astronomical expeditions were rewarded by favourable weather for yesterday's total eclipse of the sun.

The American expedition took forty-one successful photographs. The New Zealand party's observations were also entirely satisfactory.

The duration of the total eclipse was 93½ seconds.—Reuter's American Service.

NAVAL TREATY.

RATIFICATION DELAYED BY IRISH FREE STATE.

TECHNICAL DIFFICULTIES.

Rugby, Yesterday.
It is understood that ratification in respect of the London Naval Treaty will be deposited at the Foreign Office next Monday by representatives of all His Majesty's Government, with the possible exception of the Irish Free State, whose ratification may be delayed slightly by technical difficulties, and of the United States and Japanese Governments. In the afternoon President Hoover, Mr. Hamaguchi, Prime Minister of Japan, and Mr. Ramsay MacDonald, will broadcast speeches of the Naval Treaty, which it is hoped, will be audible in all three countries.—British Wireless Service.

DOCK'S EXTENSION.

BIG RAILWAY SCHEME FOR SOUTHAMPTON.

GOVERNMENT AID.

Rugby, Yesterday.

Work is to begin at once on the further enlargement of the Southampton docks, under which some 3,500 feet of deep water quays, suitable for the accommodation of vessels of 40 foot draft, together with cranes, sheds, railways, and all modern accessories, are to be constructed at an estimated cost of £3,000,000. The work will take about five years to complete. The Government have agreed to give financial help under the Development Loans Guarantees and Grants Act. The Scheme also includes the reclamation of about 200 acres of mud land.—British Wireless Service.

DOCTOR'S SUICIDE.

TRAGIC END OF GERMAN SPECIALIST.

Berlin, October 6.
Germany's leading authority on rejuvenation and internal secretion, Dr. Peter Schmidt, who was one of the most prominent disciples of the Viennese professor

TEN BIRTHDAYS ONE CELEBRATION.

Centenarian Who Did Not Know It.

Beccles, Suffolk, Sept. 20.
Enjoying 10-year birthdays seems to be another Suffolk custom originated by Joseph Howell, an old resident of Blythburgh.

For almost a year Howell believed he was about 92 years of age and still going strong. He was not quite certain, however, so to settle the matter he wrote to Blythburgh, his Suffolk birthplace, and on inspecting the church register found that he was baptised in November, 1829, the year Andrew Jackson took a whole new pack of customs to the United States White House.

Howell was born the previous March, so he is now 101.

The Reason Why.

A number of good reasons for long life can be given by Howell. He went to work at eight years of age. For his work, following a walk of six or seven miles to his job from a home on a farm, he received two-pence a day.

Next March the birthday cake of Joseph Howell will be decorated with 102 candles instead of 92, due to his ability to celebrate 10 neglected natal days at one time.—United Press.

Lady pupil: "Do I need many more before I am able to drive?"

Dejected Tutor: "About a dozen."

Lady pupil: "Lessons?"

Dejected Tutor: "No, cars."

of the Viennese professor Steinach, the originator of the "rejuvenation" method which Schmidt developed along individual lines, committed suicide to-day. He took his life apparently in a fit of depression on account of the fact that his formerly flourishing practice had recently shown a heavy decline on account of the prevailing economic situation. Dr. Schmidt travelled extensively, especially in the Far East where he visited China, Japan and Siam in order to propagate his ideas.—Trans-Ocean Kuo Min.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

THE BROADWAY STARS
WHO HAVE EVERYTHING!

THE Duncan Sisters IT'S A GREAT LIFE
with **LAWRENCE GRAY** and **BENNY RUBIN**
A SAM WOOD production
ALL TALKING PICTURE

HEAR THE HIT SONGS

"Sailing on a Sunbeam,"
"Following You," "The Hoosier Hop,"
"It Must Be An Old Spanish Custom"

NEXT CHANGE

THE METROPOLITAN OPERA STAR

Lawrence TIBBETT

The Rogue Song

with Catherine Dale Owen, Stan Laurel, Oliver Hardy. Directed by Lionel Barrymore. Music by Franz Lehár and Herbert Stolaart.

Entirely in Technicolor

THE YEAR'S GREATEST SENSATION



WARNER BROS. present

DOLORES COSTELLO in **Madonna of Avenue A**

AT THE **WORLD** TO-DAY TO SATURDAY
At 2.30, 5.15, 7.15 & 9.20
Interpreter at all Performances.



The Spectacle of the Ages
WARNER BROS. DOLORES COSTELLO
NOAH'S ARK
George O'Brien
A WARNER BROS. PRODUCTION

AT THE **STAR** TO-DAY TO SATURDAY
At 5.30 & 9.20.

TO-DAY TO SATURDAY
DAILY AT 2.15, 5.10, 7.15 & 9.20 P.M.

Rage of the Hour Dramatized in Stunning Girl and Music Revue!



TANNED LEGS

with ARTHUR LAKE, JUNE CLYDE, ANN PENNINGTON, DOROTHY REVERE, ALBERT GRAY, SALLY BLANE, ALLEN KEARNS
and beach-fuls of gorgeous girls!

Next Change—SUNDAY, OCT 26

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COLLEEN MOORE

In a great super-special picture

"LILAC TIME"

with **GARY COOPER**

You will laugh at Colleen's comic capers as she tries to laugh a little joy into the world of havoc. But your laughs will change to tears as she says good-bye to the Flying Playboys of Death, taking off perhaps for the LAST time.

AT THE **MAJESTIC**



Nathan Road, Kowloon.

Seats may be booked in Advance at Moutrie's and at Theatre (Phone 57222).